48760

SEPTEMBER 1993

# RAILFAN & RAILROAD

Printed in U.S.A.

## The Isle of Man
WHERE TIME STOOD STILL

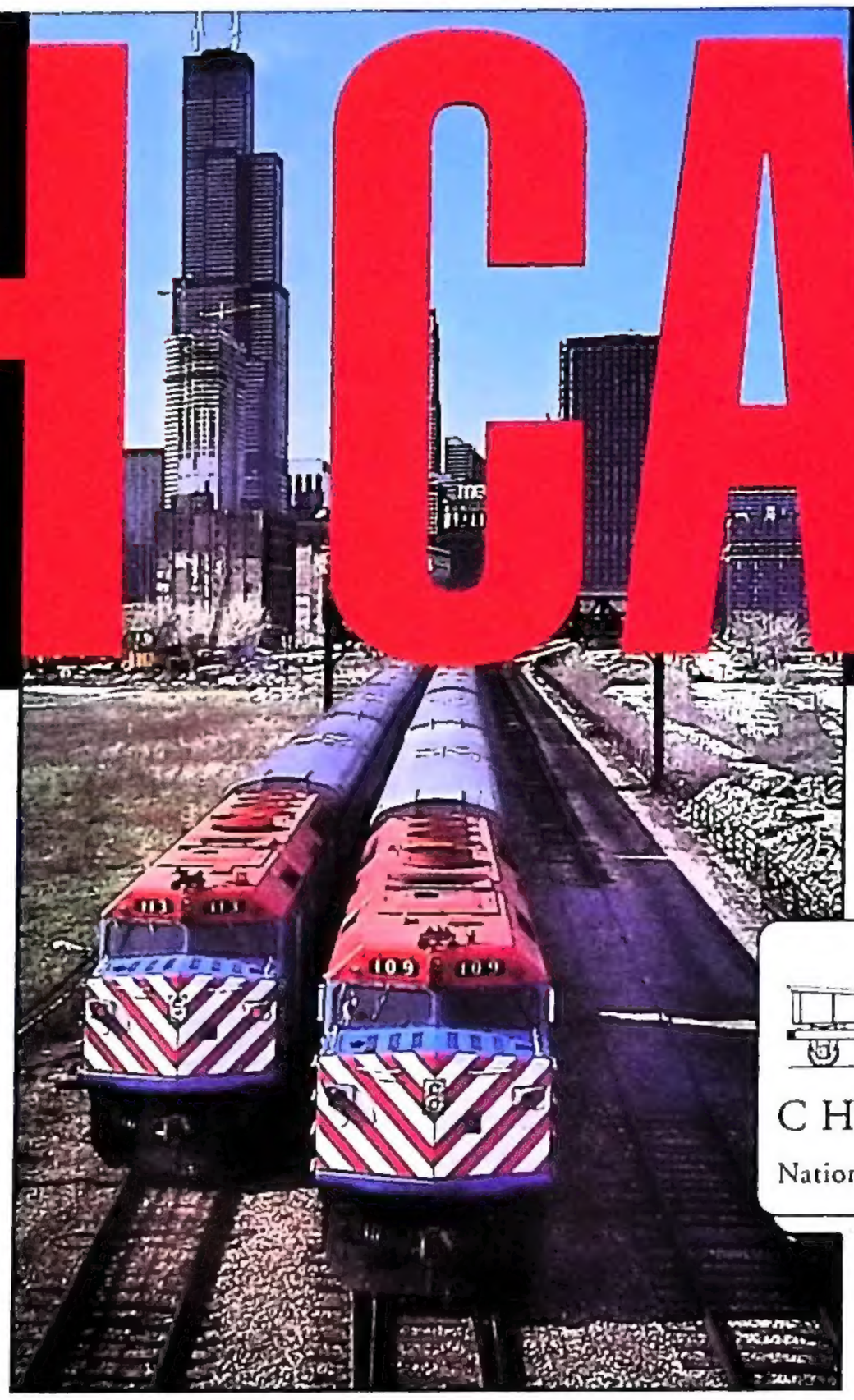
INSETS: MIKE WALKER

## Ted Benson recalls
## Growing up with SD45s

TED BENSON

0 71896 48760 2 09

# CHICAGO



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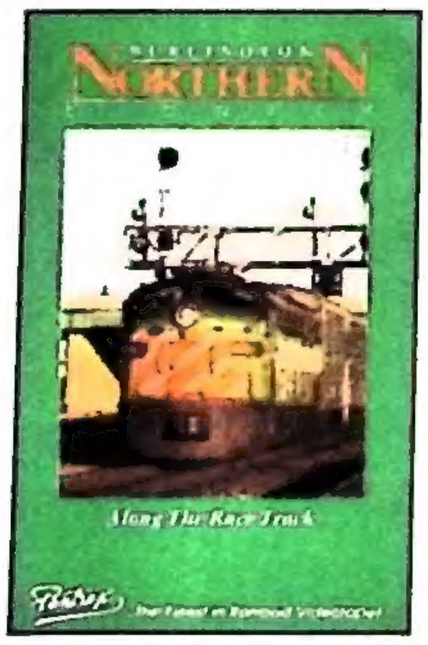


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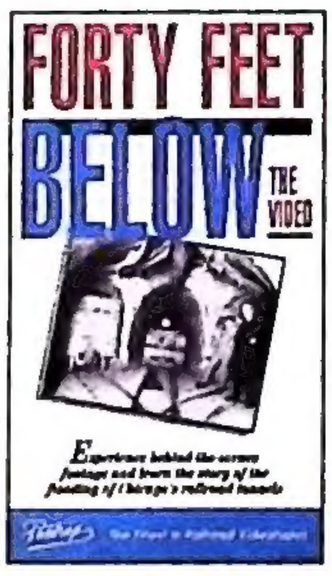


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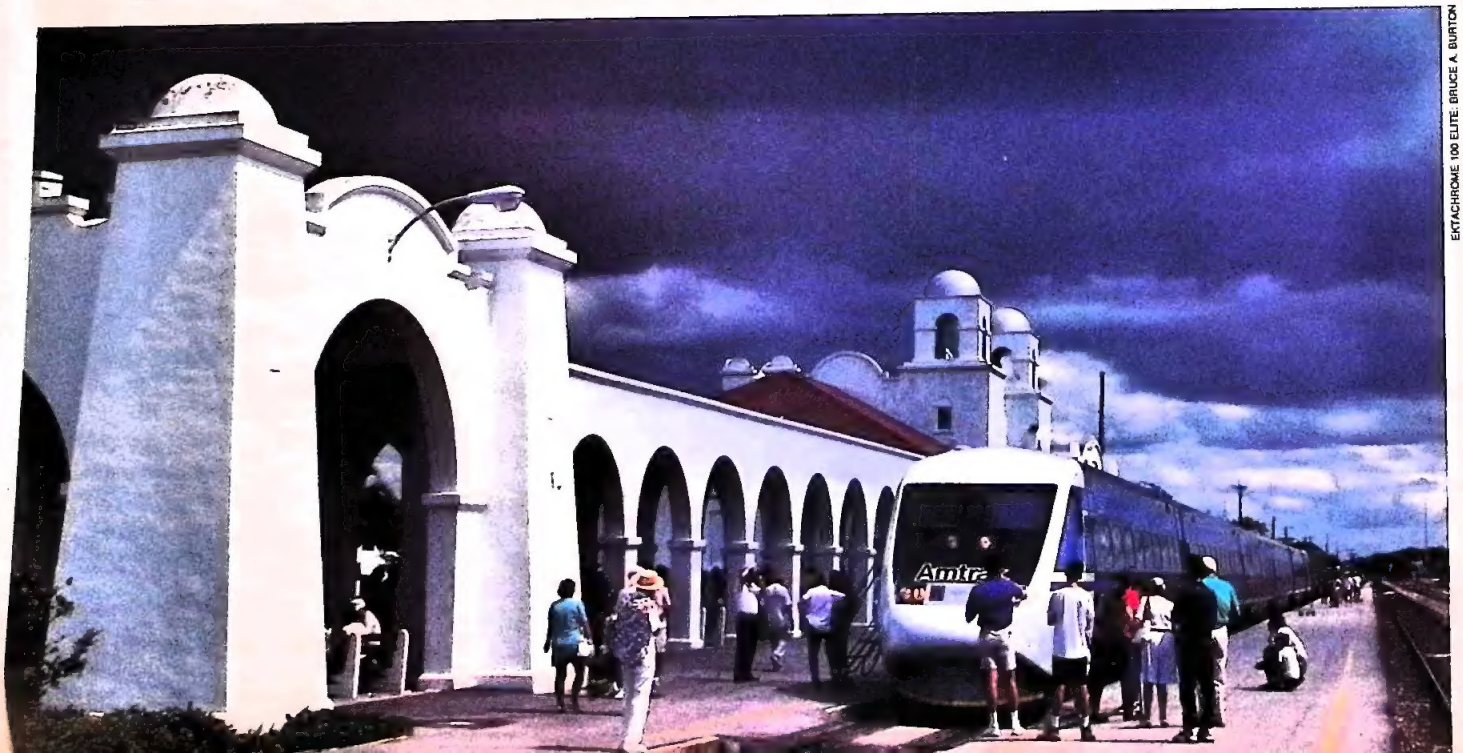
**AMTRAK's X2000 AND AMD-103s** have been strutting their stuff nationwide. AMD-103s 802-805 were initially assigned to *Auto Train* service. The 802 and 804 rested overnight at Lorton, Virginia, (**left**) after arriving from Sanford, Florida, with Train 52 on June 12. The next day (**above**), the two GEs and an F40PH led Train 53 south over the Occaquan River at Woodbridge, Va. As the AMD-103s were entering service, Amtrak was taking the Swedish-built X2000 around the country behind F40 diesels or Turboliner power units. After a Memorial Day display (**below**) at Orlando, Florida, the tilt train made a June 1 run to Lakeland for area dignitaries. See page 42 for details.

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### From the Publisher's desk: Starting a museum

It is over five years since a group of New Jersey railfans established the United Railroad Historical Society, whose aim was to have all Garden State railfan organizations join in a concerted effort to preserve historic railroad equipment (primarily from the aging NJ Transit fleet which was being replaced with new equipment and was going up for disposition). At about the same time the Trenton State House created a temporary commission that would establish a New Jersey Railroad & Transportation Museum. The commission expired in 1991. A bill establishing a permanent commission has just passed both state houses at Trenton and needs only Governor Florio's signature to become law.

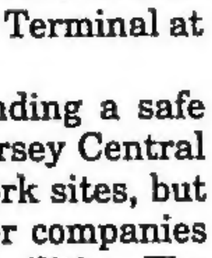
Shortly after URHS was organized (comprised only of representatives from each member organization), a companion group called the Friends of the New Jersey Railroad & Transportation Museum was also created, open to all railfans. Friends assist restoration with donations of money, manpower and services.

Once the URHS was formed, NJ Transit was very cooperative in letting the organization evaluate its historic equipment and specify a very significant selection for preservation. Much progress has been made in equipment restoration. Two NJ Transit EMD E8A units have been restored in Erie colors and are often used on fantrips. The Susquehanna Tec group has restored a New Jersey Transit Budd RDC-1, formerly a Susquehanna unit. Two ex-C&NW F7A units have been leased to Metro-North Commuter Railroad and before being returned will be painted in Lehigh Valley colors. The Bergen-Rockland NRHS chapter shepherded the restoration of NYS&W Alco switcher 206 to its original colors. Other units being restored under the URHS program include a Reading RS3 and CNJ GP7.

NRHS Chapters and the North Jersey Electric group have put in thousands of man-hours restoring cabooses and passenger cars. More equipment is being restored at Phillipsburg's local museum. A growing collection of paper has also been amassed and may be archived at the restored Jersey Central Terminal at Liberty State Park.

A major problem for museum equipment is finding a safe storage area. Public Service of New Jersey and Jersey Central Power & Light have both provided storage and work sites, but the equipment must soon be moved as both power companies need the tracks for major reconstruction of their facilities. The Black River & Western and Morristown & Erie have also been generous in providing storage space. Museum pieces left unattended on open tracks attract undesirables, become vandalized and are sometimes torched. A permanent home has to be found.

The essentially powerless original state museum commission evaluated a half dozen potential museum sites and recommended one on the Black River & Western, but support there was minimal from both the fans and local residents. The commission lived its designated life and expired with little other concrete action. The bill now on the governor's desk will reactivate the commission, and hopefully, the URHS and state can resume the worthwhile task of creating a state museum. The URHS has already accomplished some very tangible results; if the politicians can do half as much as the railfans, we should soon have a world class museum in New Jersey. There is plenty of equipment on hand, all we need now is a site to be able to focus all the action.





# RAILFAN & RAILROAD

## September 1993/vol.12 no.9

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## Cover

After a one-month diversion in the August issue to catch up on the latest steam news, this month we return to the topic of the SD45 and follow up Preston Cook's three part May-July feature series with Ted Benson's musings about growing up in the "Age of The SD45" and Jack Wheelihan's stories about encounters with SD45s in his earlier years in EMD's Service Department. On the cover, SP SD45 8923 leads another SD45 and an SD40 through Bloomer Cut on the original Central Pacific main line below Auburn, California, on June 25, 1975. Kodachrome by Ted Benson.

This is the "Year of Railways" on the Isle of Man, but the Manx narrow gauge rail system needs no "special attraction" to be an incredible trip back in time, as Mike Walker's story beginning on page 60 illustrates. In the top inset photo, 2-4-0T No.11, *Maitland*, was rolling through the countryside south of Douglas with the 10.10 Douglas-Port Erin working on May 24, 1987. In the lower inset photo, on the previous day Manx Electric car 9 and trailer 59 were northbound on the cliff above the Irish Sea at Dhoon Glen. Both Kodachromes by Mike Walker.

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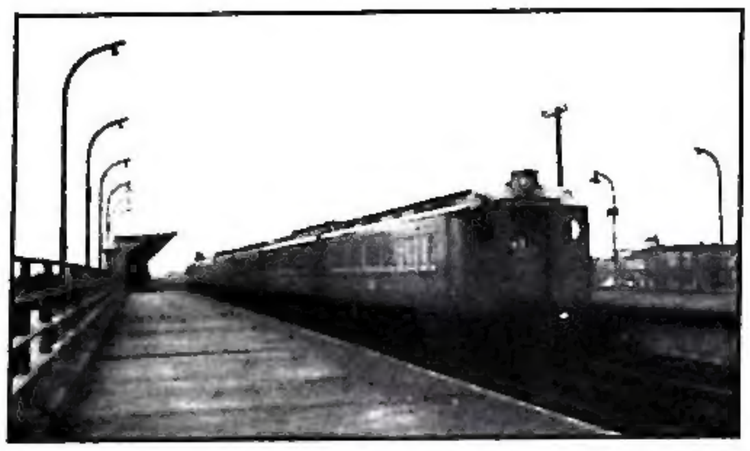

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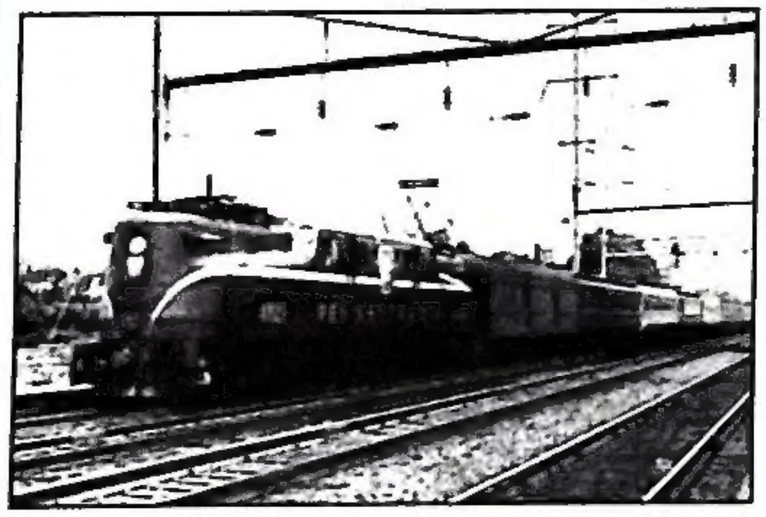

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RAILROAD AVENUE ENTERPRISES


# Fanmail

### Accommodating the disabled

The article on the San Jose convention brought up a subject that I had been wondering about: how the excursion, museum and tourist line providers would be dealing with the recent Americans with Disabilities Act (ADA) signed into law by President Bush.

I work for a consulting engineering company whose clients include transit agencies, other public agencies and private firms. Inclusion of ADA is a concern in every project. While tourist lines, museums and excursion operators are generally not public entities, ADA applies to "public accommodation," anytime someone invites the general public — anything from a "ma and pa" convenience store to Yankee Stadium.

Three provisions of ADA may impact excursion operators, museum operations, tourist lines, diner trains and the like. First, where there is public accommodations (i.e., the general public is invited to ride or visit), there must be reasonable efforts to accommodate persons with disabilities. Second, if these operations have paid employees, (i.e., a place of employment) they must make reasonable accommodations of persons with disabilities who can perform the general job requirements. Third, in places like Steamtown National Historic Site where federal monies are involved, facilities must be made accessible.

While I'm not a lawyer and cannot say exactly what ADA's "reasonable accommodations" and "reasonable efforts" would mean to a Valley Railroad, or a UP steam excursion, or a Seashore Trolley Museum, I do know that some effort needs to be made to understand ADA, to consider its implications with input from the disabled community and to study what is reasonable to do. ADA does not require an operation with $250,000 annual income to spend $2 million on new cars and platforms. But it might mean organizing some volunteer labor to build a ramp and then making one car accessible. My experience with ADA is "inclusion" (i.e., including potential customers that have disabilities in all discussions) and the "process" (sitting down with a group and considering what is reasonable to do) are often more important than the results (building a ramp, modifying a coach or doing nothing). For example, the "process" might lead all to conclude that it is not feasible to modify historic equipment or passenger cars on a narrow gauge tourist operation.

For an existing operation, implementing ADA properly is a lot like politics. Unlike other accessible standards before ADA, which were often extensions of the building codes enforced by a local building inspector, ADA is ultimately enforced by litigation. No one wants that. So it is best to invest the time in sincere discussions and examination of what is feasible and what is not. ADA does allow for creative solutions, and it's amazing what the results might bring.

I would be interested in learning what tourist operations, museums and excursion operators are doing in response to ADA.

My experience with my firm includes being the principal author of a study on how to make Boston's MBTA light rail system accessible to persons using wheelchairs and a study of how to handle persons with disabilities during emergencies and evacuations of the MBTA rapid transit lines.


JOHN F. BURCKARDT
1429 Cambridge Street, No.1
Cambridge, Mass.


✏*This is a subject which should be considered by excursion operators so they don't get caught flat-footed in the event of a complaint. Hal Lewis made the point that it could be hazardous for both the disabled passenger*


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*and the volunteer crew to try to unload a handicapped person at a photo runby out in the field, and such a limitation is reasonable — not every public activity is suitable for someone in a wheelchair. But some creative accommodations should be considered for loading and unloading at passenger stations. The narrow gauge Huckleberry Railroad in Flint, Michigan, for example has a very ingenious wheelchair ramp that is quick and easy to use. As Mr. Burckardt points out, after serious discussion, "We can't do it" is a legally acceptable conclusion in some cases. "We didn't think about it," is not* — J.B.

**EM-1s in Lorain**

In your review of Pentrex' "Steam Across America" Volumes 1 and 2, that Ohio town is spelled Lorain, not as you spelled it. How's that for a nit pick?

And in the tape's narration B&O's EM-1s are referred to as Yellowstones. In terms of wheel arrangement the term is correct, but an old B&O railroader told me years ago that they were always referred to as "EM-1s" on the railroad by everybody, not as "Yellowstones."

DAVID W. SHORT
Edgewater, Fla.

**Railfanning is not...**

Just finished the July '93 issue and would like to make a comment. "Railfanning is..." definitely not more weekends in the summer! Just what we need, more haze, humidity and high sun, the hallmarks of good photography? How about more weekends of fall foliage or the pale greens of spring. The only redeeming factor of the summer is the opportunity to shoot the evening rush hour in good light.

SCOTT R. SNELL
So. Bound Brook, N.J.

**South Shore '45s**

I enjoyed Preston Cook's articles about the SD45 family. Finding them on the NYS&W is interesting, but how about finding them on an interurban?

Yes, in January through March of 1986 former-BN F45s were on the Chicago South Shore & South Bend. I never saw one in operation, but at that time the CSS&SB was hauling heavy unit coal trains from Conrail in South Bend (Bendix) to NIPSCO in Michigan City, and South Shore's GP38-2s were having trouble. I have slides of three of them in the Michigan City Shops yard, eight lined up at Burnham and four near the NIPSCO plant in Michigan City. One of the latter even had "CSS" stenciled below the engineer's window.

Personally, I'd rather have seen Little Joes hauling one of those trains.

I'm sure you'll get all sorts of "Can you top this ..." stories about the '45s. They are good engines with a well-deserved place in history.

GERARD J. PUTZ
Pleasanton, Calif.

**The "L" in FL9**

To correct your July '93 news story about ConnDot's FL9s, the "L" in FL9 denotes "lengthened," as the FL9 is four or five feet longer than a conventional F-unit. These units certainly weren't lightweight, like the story suggests. In fact, part of the reason for the A-1-A trailing truck was to distribute the weight of that extra heavy hind end, which included the steam boiler. The stories about the "L" denoting "eLectric" and "lightweight" when referring to FL9s are long-standing misnomers. In the case of SDL39s, however, the "L" did indicate a lighter axle loading on its six axles.

JACK WHEELIHAN
Western Springs, Ill.

**South American DDM45 correction**

With respect to the item on the E.F. Victoria a Minas DDM45s on page 70 of the July '93 issue, someone is way off base.

Tubarao Port on the EFVM is at Tubarao in the Esprito Santo state of Brazil, several hundred miles north of "Rio."

Tubarao on the ERDTC is at Tubarao in Santa Catarina state, north of Porto Allegre, in the southern part of Brazil.

Without consulting an atlas I would say the two Tubarao's are easily 1000 miles apart.


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Incidently, six EFVM DDM45s have been rebuilt to DDM45-MPs with microprocessors, not one as is stated, for evaluation. Prior to this program, and since the acquisition of GE BB40-8Ms (the builders plates show this model designation), the EFVM has often been running their DDM45s paired with a G16 sandwiched in between; these three units could handle the same 200-car trains as the GEs.

For more information on the BB40-8M see pages 38 and 39 of *Extra 2200 South*, Issue 97.

D.E. CUMMINGS
Editor & Publisher
*Extra 2200 South*
Blaine, Wash.

✏*I didn't even know Brazil had states, much less two Tubaraos!* — J.B.

### UP's grease burners

I want to compliment you and Preston Cook for the most interesting three-part series on the development of the SD45. Mr. Cook is obviously extremely knowledgeable and writes in a manner that is very enjoyable to read.

The early development stages covered in part one touched a bit of nostalgia for me. I was working in Salt Lake City, Utah, for Union Pacific during the 1950s when my lack of seniority forced me into many hostling assignments at the then-new Salt Lake shops. It was here that I saw Union Pacific in conjunction with AirResearch (Garrett Corp.) experimenting with turbocharging GP9s. Three from the 1953-'54 class were chosen — one "B" unit and two "As." The "B" unit was 181B, but I can't remember the other numbers.

There were definitely set-backs, but ultimately the advantages came through as UP then turbocharged many of the newer 300-class GP9s while arranging many of them to burn heavy crude oil. We called them "Grease Burners."

It wasn't long after that we began receiving new SD24s and experiencing the EMD turbocharging.

LEWIS M. CLARK
Floresville, Tex.

### Appalachicola Steam

Thanks for the nice story and excellent color cover shot of "the Port St. Joe Route" in July '93 R&R. Just a couple of notes to further expand the ANRR steam roster on page 56. According to the records of the Georgia Car & Locomotive Co., Pacifics 510 and 515 were both sold on September 8, 1948, to the Kansas City, Mexico & Orient Railway where they became 152 and 153.

The GC&L also sold both of the Cooke 2-8-0s, 200 and 201, to the Helena & Northwestern Railway on September 7, 1949, where they kept the same road numbers. However, the service life of these two locomotives in Arkansas was very brief. The H&NW purchased a brand new 70-ton diesel from General Electric the following summer of 1950, and then the H&NW was abandoned by the end of 1951.

TOM LAWSON
Birmingham, Ala.

### MMID Geep correction

An error crept into the news item on page 44 of the July '93 issue about the Maryland Midland roster. MMID GP9s 200-202 were formerly N&W 793, 794 and 812, and they were delivered to MMID's Union Bridge shops on August 2, 1985 (November '85 R&R, page 56). They went to work for MMID with high short hoods, black paint and Western Maryland-style yellow lettering. Starting about 1990 they were sent to Conrail's Altoona shops for overhaul, and they returned with chopped short hoods, new numbers and the blue and orange paint scheme. MMID did have two ex-B&O Geeps at Union Bridge, but they were only intended as a parts supply for the former-N&W units.

H. EDWARD WOODS, SR.
Davidsonville, Md.

✏

## Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

## RAILFAN EVENTS

**NORFOLK SOUTHERN** 1993 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2 and 765 is Nickel Plate 2-8-4.

**August 1**, 765/611 Fort Wayne to Detroit and return (FWRH); **August 7**, 611/diesel Buffalo, New York, to Conneaut, Ohio, and return (NNRH).

**September 11**, 611 Bellevue, Ohio, to Kenova, W.V., one way (MADR); **September 12**, 611 Kenova to Bellevue one way


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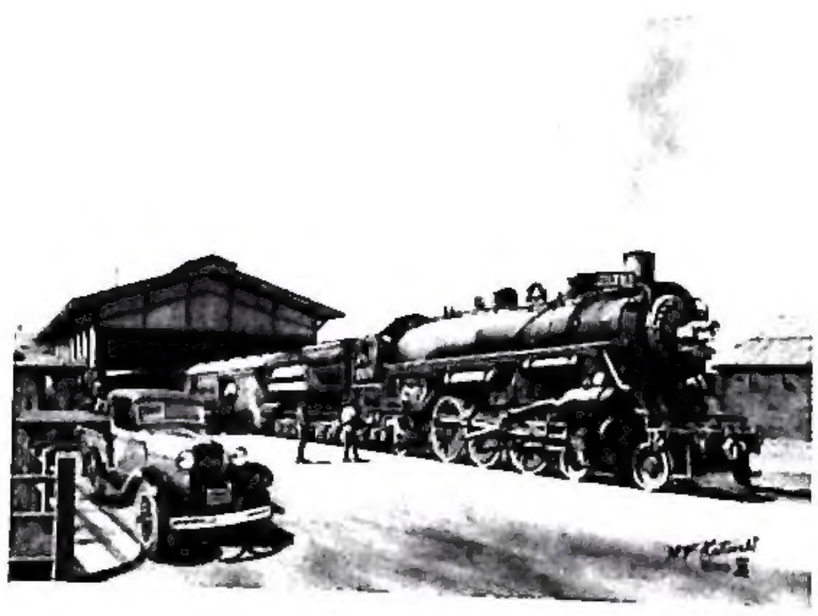

(MADR); September 18-19, 611 Columbus, Ohio, to Kenova, W.V., and return (ORYM); September 25-26, 611 Alexandria to Front Royal, Va., and return (WDCA).

**October 2**, 611 Bristol to Roanoke, Va., and return (WVC); **October 9**, 611 Roanoke to Walton, Va., and return, twice (RNRH); **October 10**, 611 Roanoke, Va., to Bluefield, W.V., and return (RNRH); **October 9-10**, 4501 Huntsville, Alabama, to Chattanooga, Tenn., and return (NARM); **October 16**, 611/diesel Richmond to Lynchburg, Va., and return (ODC); **October 17**, diesel/611 Richmond to Lynchburg and return (ODC); **October 23**, 611 Greensboro, N.C., to Roanoke, Va., and return (GNRH); **October 24**, 611 Greensboro to Asheville, N.S., and return (GNRH); **October 30**, 611 Charlotte, N.C., to Toccoa, Georgia, and return (PCCN); **October 31**, 611 Charlotte to Asheville, N.C., and return (PCCN).

**November 6-7**, 611 Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, 611 Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

**The sponsoring organizations are**: (ANRH) Atlanta Chapter NRHS, P.O. Box 1267, Duluth, GA 30136-1267; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (MADR) Mad River & NKP RR Historical Society, 233 York Street, Bellevue, OH 44811; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, P.O. Box 298, Getzville, NY 14068; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprietors Road, Worthington, OH 43085; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (WDCA) Washington D.C. Area Joint Trip Committee, P.O. Box 278, Kensington, MD 20895; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

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**C&O 2-8-4 2765** (NKP 765 relettered and cosmetically altered) is scheduled to power the following steam excursions, on CSX trackage except as noted. Each trip listing indicates **Date**, route and (sponsoring organization). See coded sponsor listings at the end for addresses of the appropriate organizations and contact them for tickets, fares and specific details.

**July 31**, Fort Wayne to Muncie, Ind., on NS (FWRH).

**August 1**, Fort Wayne to Lafayette, Ind., (FWRH); **August 14-15**, Plymouth to Grand Rapids, Mich., (BMC); **August 21-22**, Akron, Ohio, to Pittsburgh, Pa., (ORHS); **August 28-29**, Lima to Cincinnati, Ohio, (AH).

**September 11**, Cincinnati to Russell, Ky., (CRRC); **September 12**, Cincinnati, to Indianapolis, Ind., (CRRC); **September 18-19**, Paducah to Princeton, Ky., on P&L (FWRH); **September 25-26**, Louisville to Bowling Green, Ky., (KRM).

**October 2-3** Knoxville to Corbin, Ky., (OSC); **October 16-17**, Huntington to Hinton, W.V., (CPH); **October 23-23**, Huntington to Hinton.

**November 6-7**, Clifton Forge, Va., to Hinton, W.V., (COHS).

**The sponsoring organizations are:** (AH) American House, Met Bank Building, 127 North Elizabeth Street, Lima, OH 45801; (BMC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (COHS) C&O Railroad Historical Society, P.O. Box 79, Clifton Forge, VA 24422; (CPH) Collis P. Huntington Railroad Historical Society, 1429 Chestnut Street, Kenova, WV 25530; (CRRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250-0157; (FWRH) Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, IN 46855; (KRM) Kentucky Railway Museum, P.O. Box 240, New Haven, KY 40051-0240; (ORHC) Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, KY 37907.

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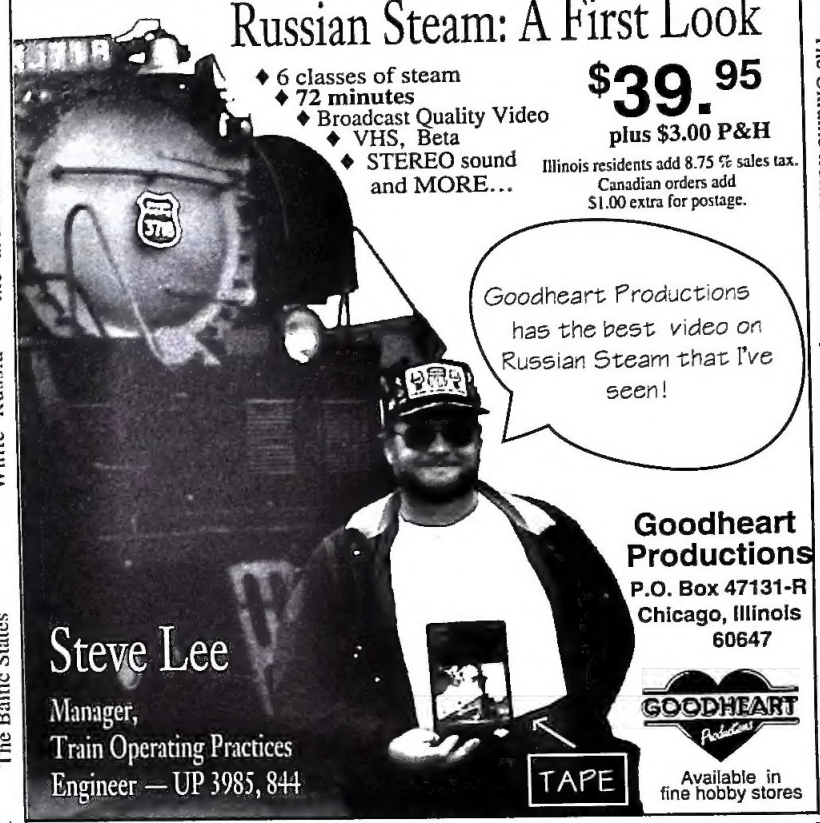
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**Jon Cure writes in Flimsies, a Newsmagazine of Western Railroading**

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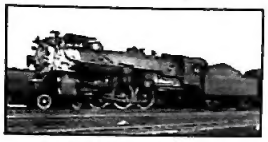

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crossing, behind Douglas Lumber. Adults $5.50, children and seniors $4.50. Contact: AC&J Scenic Line, P.O. Box 222, Jefferson, OH 44027; 216/576-6346.

**SCRANTON, PENNSYLVANIA,** through October 31. Steam excursions out of Steamtown National Historic Site east to Moscow on Fridays, Saturdays and Sundays. This year marks the return of Steamtown trips through Nay Aug Tunnel and Roaring Brook Gorge. CPR 4-6-2 2317 and CNR 2-8-2 3254 will be used alternately to power the 2½-hour round trips, which depart at 10am and 2pm. Adults $7, ages 12 and under $3, groups of 24 or more $6 each. Contact: Steamtown Volunteer Association, 150 S. Washington Avenue, Scranton, PA 18503; 717/961-2035.

**CHICAGO, ILLINOIS,** August 6. Railroad Club of Chicago will sponsor excursion using regularly scheduled Metra suburban service over Rock Island main line between Chicago and Blue Island with photo opportunities at various locations. Departs LaSalle Street Station 4:57pm, returns 7:43pm. Adults $15, under 12 $8. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

**CHICAGO, ILLINOIS,** August 8. Omnibus Society of America will operate excursion on regularly scheduled South Shore Line trains to New Carlisle, Ind., for buffet lunch at Miller's Home Cafe. Depart 10am, return 5pm. Fare $30. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/849-5393.

**CLE ELUM, WASHINGTON,** August 13-14. MILWEST 1993 Annual Meet at Cle Elum/Roslyn High School Commons 7-11pm Friday, 10am-11pm Saturday. Admission $5, family maximum $7.50. Contact: Rocky Gibbs, West 444 15th Avenue, Spokane, WA 99203-2110.

**MILBANK, SOUTH DAKOTA,** August 13-15. Trainfest '93 featuring excursion to Corona on Sisseton Milbank Railroad using ex-Soo Line and Milwaukee Road coaches of pre-1940s vintage with special RPO cancellation and mail service on board. Plus slide shows, antiques, models and more. Train fare: adults $8, children $5. Model exhibits: adults $1, children free. Contact: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252; 605/432-6656.

**FLINT, MICHIGAN,** August 14-15. 12th Annual Huckleberry Railroad Railfans Weekend. Saturday: swap meet, hourly trains, shop tours, railfan special at 6pm with photo runbys, night photo session. Sunday: railfan special at 9am, hourly trains, shop tours, operating mills in historic village. Admission $7.95. Phone: Genesee County Parks & Recreation Commission, 800/648-PARK.

**STRASBURG, PENNSYLVANIA,** August 17-22. Circus Week at Railroad Museum of Pennsylvania. Dozens of displays by Circus Model Builders International, plus live circus performances on Saturday and Sunday. Contact: Railroad Museum of Pennsylvania, P.O. Box 15, Strasburg, PA 17579; 717/687-8628.

**STEVENS PASS, WASHINGTON,** August 21-22. Pacific Northwest Field Seminars will conduct a two-day field study of Stevens Pass Railroad History. Explore the original Great Northern switchbacks, snowsheds, horseshoe loops and 2.6-mile tunnel at Stevens Pass in the Cascade Mountains east of Seattle which were featured in the April 1993 R&R. Illustrated presentations and field trips, two nights lodging and two meals at Stevens Pass Mountaineers Lodge. Bring own lunch for Saturday. Enrollment $65. Contact: Pacific Northwest Field Seminars, 83 South King Street, Suite 212, Seattle, WA 98104; 206/553-2636.

**CHICAGO, ILLINOIS,** September 4. Omnibus Society of America will operate excursion to Fox River Trolley Museum in South Elgin. Depart Chicago Union Station 8:40am via ex-Milwaukee Road, return 7:14pm via ex-Burlington from Aurora. Fare of $20 includes rail and bus travel, photo sessions at Aurora, Elgin and Geneva and unlimited rides and photography at museum. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/849-5393.

**CHICAGO, ILLINOIS,** September 5. Railroad Club of Chicago will operate excursion to East Troy Electric Railroad in East Troy, Wisconsin, using scheduled Metra (Milwaukee Road) suburban trains Chicago-Fox Lake and chartered bus beyond. Depart Chicago Union Station 8:35am, return 6:04pm. Adults $30, children $15. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

**BIRMINGHAM, MICHIGAN,** September 10-12. Northern Arrow diesel powered excursion Birmingham-Durand-Petoskey on GTW and T&SB trackage with weekend hotel and meals package. Optional bus side trips to Mackinaw Island, Harbor Springs and Charlevoix. Fare $295-$378 (depending on hotel choice) per person double occupancy, $50 single supplement, $198 rail only. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

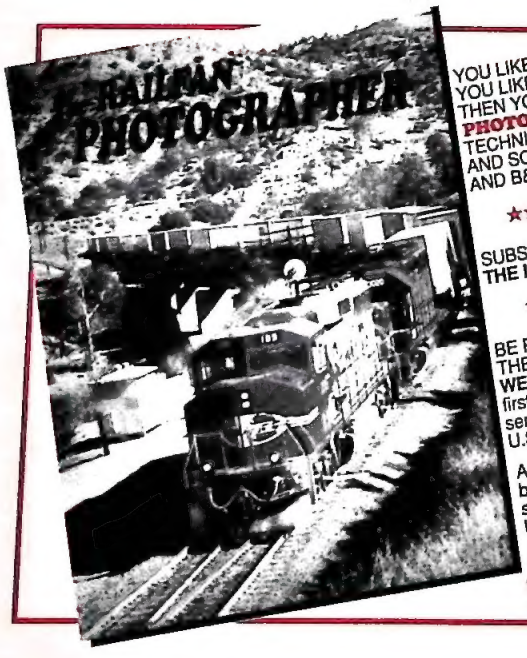
**INDIANAPOLIS, INDIANA,** September 10-12. 10th Annual Hoosier Traction Meet at Best Western Waterfront Plaza, Exit 16A (Speedway) off I-465, noon-10pm Friday, 10am-10pm Saturday. Films, slides and discussions by prominent speakers featuring the Cincinnati & Lake Erie Railroad. R&R columnist George Smerk will report on current events in the industry. Fee $10 in advance to: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

**BIRMINGHAM, MICHIGAN,** September 10-12. "Northern Arrow" diesel-powered excursion on GTW and T&SB trackage, departs 8am on Friday with additional boarding at Pontiac, Durand and Alma. Travel the Little Traverse Bay region with overnight stays at Petoskey. Rail fare with on-board meals $198, rail and lodging packages $295-$365 depending on hotel choice, optional Saturday tours of area attractions $5-50. Contact: Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

**FREDERICKSBURG, VIRGINIA,** September 11-12. Rappahannock Chapter NRHS Railfair at Spotsylvania Industrial Park, 10am-4pm. Prototype displays from CSX, Amtrak, VRE, Buckingham Line Bar Gang, plus model show and sale. Contact: Railfair, Rappahannock Chapter NRHS, P.O. Box 42025, Fredericksburg, VA 22404; or phone Ralph Littlefield, Fredericksburg Area Board of Tourism, 800/654-4118.

**RUTLAND, VERMONT,** September 11-12. Excursions on Vermont Railway and Green Mountain Railroad trackage (ex-Rutland) to North Bennington and return Saturday and to Bellows Falls one way Sunday. For details, contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

**SCRANTON, PENNSYLVANIA,** September 17-19. Railphoto '93 at Steamtown National Historic Site, hosted by Steamtown Volunteer Association and National Park Service. **Friday:** Budd car trip to Pocono Summit, evening dinner train and night photo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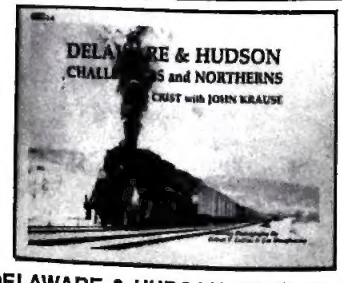


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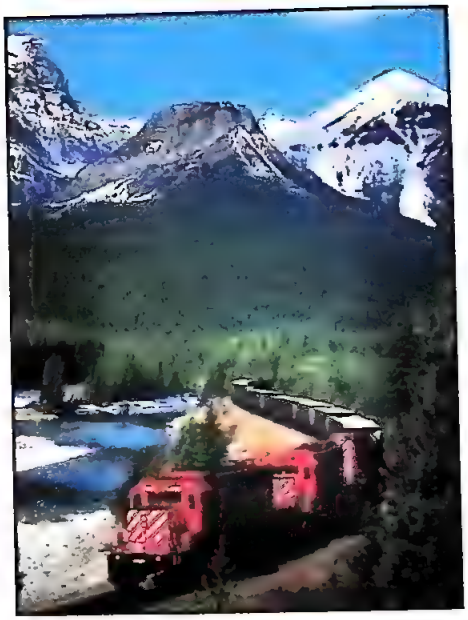

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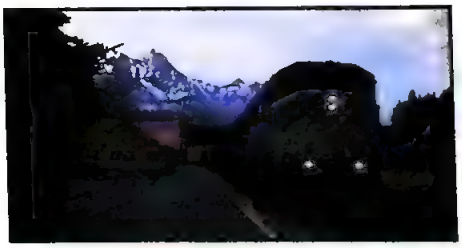

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session. **Saturday:** steam powered passenger and freight trains (CPR 4-6-2 2317 and CNR 2-8-2 3254) and banquet at Lackawanna Station Hotel with Union Pacific's S. P. Lee as guest speaker. **Sunday:** doubleheaded steam trip to Moscow. For details and order form, send SASE to: Steamtown Volunteer Association, P.O. Box 448, Chinchula, PA 18410-0884; or phone 717/346-0660.

**STAMPEDE AND SNOQUALMIE PASSES, WASHINGTON,** September 18-19. Pacific Northwest Field Seminars will conduct a two-day field study of the former Northern Pacific and Milwaukee Road grades over the Cascade Mountains. Class combines illustrated presentations and field trips dealing with central Cascade Range railroad history. Lodging and meals at Mountaineer's Meany Ski Lodge near Stampede Pass. Enrollment $85. Contact: Pacific Northwest Field Seminars, 83 South King Street, Suite 212, Seattle, WA 98104; 206/553-2636.

**POTTSTOWN, PENNSYLVANIA,** September 18-19. Ironstone Ramble excursions on former Reading Colebrookedale Branch to Boyertown three times each day powered by Blue Mountain & Reading (ex-GM&N) 4-6-2 425. Contact: Ironstone Ramble, 1036 North Washington Street, Pottstown, PA 19464; 215/326-3260.

**CHICAGO, ILLINOIS,** September 25. Railroad Club of Chicago excursion to the Spaghetti Station (ex-North Shore Line depot) in Kenosha, Wisconsin, using scheduled Metra trains. Depart 5:35pm, return 11:55pm. Fare of $30 includes rail transportation, bus ferry and dinner. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

**YARDLEY, PENNSYLVANIA,** September 25. Delaware Valley Chapter NRHS bus trip to Cumberland, Maryland, for a day on the Western Maryland Scenic Railroad. Bus departs SEPTA Park-and-Ride lot at Yardley (New Hope exit off I-95) at 6am. Bring your lunch or partake of buffet at Old Depot in Frostburg. Space limited, so order early by mail. Non members $32, members $30, non members under 12 $29, under 12 with member $27, buffet lunch $6.99. Make check payable to: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

**DEARBORN, MICHIGAN,** September 25-26. Railroad Days at Henry Ford Museum & Greenfield Village, 20900 Oakwood Boulevard. Vintage and modern cars and locomotives on display, hands-on activities, model trains, hobo camp and more. Adults $11.50, children $5.75. Contact: Henry Ford Museum & Greenfield Village, Special Programs, P.O. Box 1970, 20900 Oakwood Boulevard, Dearborn, MI 48121-1970.

**CHICAGO, ILLINOIS,** September 26. Central Electric Railfans' Association "airport-to-airport" excursion over the "L" lines. Approximately 9am-5pm. Admission $25. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

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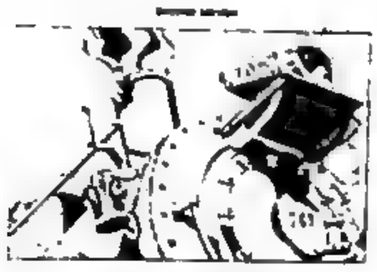

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**WHIPPANY, NEW JERSEY,** October 2. Railroad Festival '93 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm rain or shine. Equipment and exhibits from Morristown & Erie, plus vintage cars and cabooses, railroad collectibles and a gallery of railroad paintings by John Terry. Adults $1, seniors 75c, children 50c. For additional information send LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

**ALSIP (CHICAGO), ILLINOIS,** October 7-10. B&O Railroad Historical Society Annual Convention at Holiday Inn. Tour B&O facilities and sites, banquet, slide and video shows, model and photo contests. Contact: B&ORRHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034.

**CHATTANOOGA, TENNESSEE,** October 15-17 and 23-24. Tennessee Valley Railroad will operate round-trip steam excursions with Southern Railway 2-8-2 4501 and NS diesel to Oneida, Tenn., on October 15, 16 and 17 and to Huntsville, Ala., on October 23 and 24. Fares $79 for either trip. Food service available on board. When ordering tickets, indicate choice of adjustable window car (near front of train) or air conditioned car. Contact: TNVR, 4119 Cromwell Road, Chattanooga, TN 37421-2119; 615/894-8028 (VISA and MasterCard accepted).

**PINE BLUFF, ARKANSAS,** October 15-17. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, (layover at Tyler October 16). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

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**NEW YORK, NEW YORK,** October 16. Excursion to Dover Plains via Hell Gate Bridge and Woodlawn using LIRR locomotives and equipment on Metro-North trackage. For details, send LSASE to: Long Island-Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

**ELY, NEVADA,** October 29-31. 2nd Annual Nevada Northern Spectacular. **Friday:** Independent arrival at Ely. **Saturday:** Morning run with Baldwin 4-6-0 No.40 to Keystone via Robinson Canyon and Tunnel 1 with Pullman-Green passenger consist. Afternoon run (possibly with ATSF 2-8-0 No.93[illegible] freight consist to Keystone and McGill Smelter with wooden [illegible] freight cars. Keystone and McGill Smelter with wooden [illegible] freight cars. banquet and night photo session. **Sunday:** Morning run (possible doubleheader) with freight consist to Keystone and McGill Smelter, afternoon run with RS3 109 to McGill Smelter. Trips include photo runbys. Other locomotives and equipment on display. Admission $349, single room accommodations $39. Must order before October 8. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

## INTERNATIONAL TOURS

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**October 2-3,** Atlanta, Georgia. Georgia International Convention Center, 1902 Sullivan Road.

**October 2-3,** Oakland, California. Oakland Coliseum, Nimitz Freeway & Hegenberger Road.

**October 9-10,** Des Moines, Iowa. Veterans Memorial Auditorium, 833 Fifth Avenue.

**October 16-17,** Columbus, Ohio. Franklin County Veterans Memorial, 300 West Broad Street.

**October 23-24,** Fort Wayne, Indiana. Allen County War Memorial, 4000 Parnell Avenue.

**October 23-24,** Portland, Oregon. Multnomah County Expo Center, 2060 North Marine Drive.

**October 30-31,** Arlington, Texas. Arlington Convention Center, 1200 Stadium Drive East.

**GREENBERG'S** Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult.


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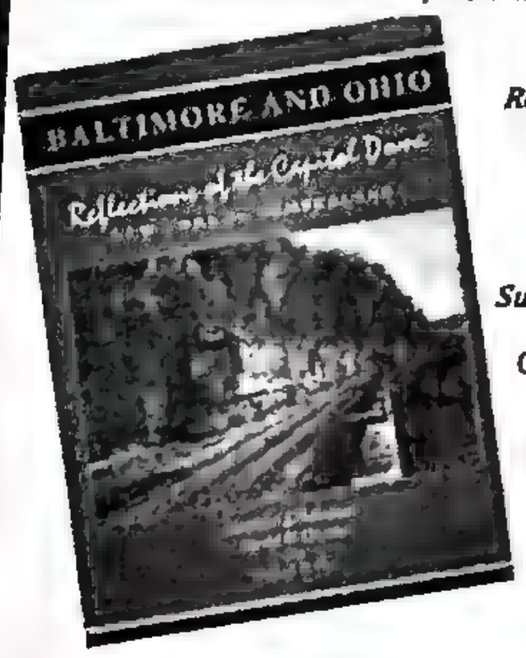


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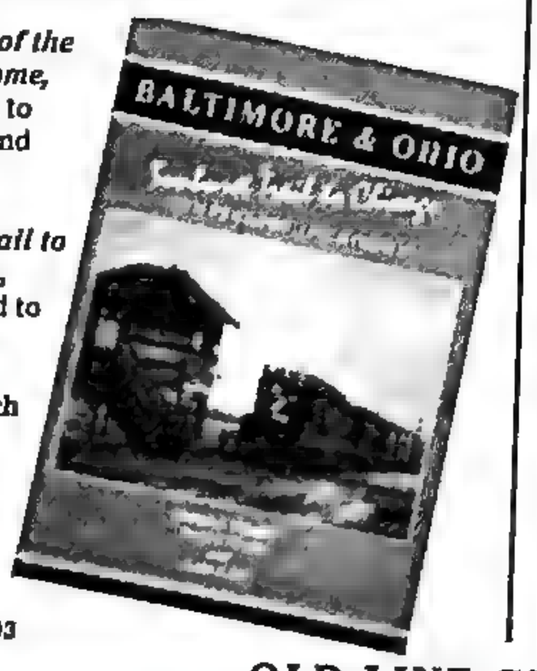


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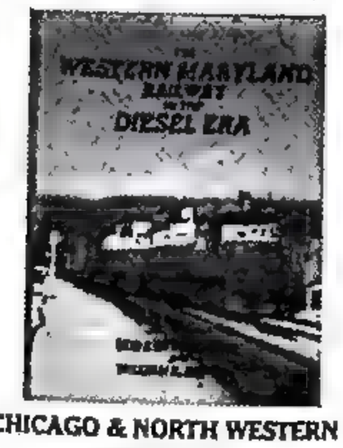


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**Alexandria, Virginia,** October 30-31. Mt. Vernon High School (1-5pm on Sunday).

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**CAPAC, MICHIGAN,** August 7. Capac Historical Society 1st Railroad Flea Market at Capac High School, North Glassford (north of I-69 off Capac Road) 10:30am-5pm. Food and refreshments on site. Admission $2. Proceeds go toward restoration of town's Grand Trunk depot. Contact: Capac Historical Society, 15680 Imlay City Road, Capac, MI 48014.

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**DELAND, FLORIDA,** August 7. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and State Route 44, 9:30am-2:30pm. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

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**GRAND RAPIDS, MICHIGAN,** August 7. Railroadiana Paper Show & Sale at Holiday Inn Crown Plaza, 5700 28th Street SE (near Kent County International Airport), 9am-3:30pm. All types of railroad and transportation paper for sale and trade. Admission $2. Contact: John Rothwell, 956 Kenmoor SE, Grand Rapids, MI 49546; 616/949-2676 after 5pm weekdays.

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**WHEATON, ILLINOIS,** August 8, September 12 and October 10. Great Midwest Train Show at DuPage County Fairgrounds, 10am-4pm. Adults $4, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 708/834-0653.

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**ELMONT, NEW YORK,** August 8 and October 31. Model Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

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**CAROLINA HOBBY EXPO,** 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train & hobby shows on dates shown. Admission $3, 12 and under free.

**Charlotte, North Carolina,** August 14-15, Grady Cole Center, 310 N. Kings Drive.

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**SKYKOMISH, WASHINGTON,** August 14. Skykomish Lions Club Railroad Swap Meet at Skykomish Fire Hall, 10am-4pm. Close to BN's main line over Stevens Pass, featured in April 1993 R&R. Contact: Bob Norton, P.O. Box 29, Skykomish, WA 98288.

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**FRANKLIN SQUARE, NEW YORK,** August 15 a September 26. RR Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

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**FORT WAYNE, INDIANA,** August 15. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

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**GILBERTSVILLE, PENNSYLVANIA,** August 15. Train-O-Rama at Gilbertsville Fire House on Route 73, east of Route 100, 9am-2pm. Adults $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

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**WALLINGFORD, CONNECTICUT,** August 15, October 3 and 31. New York, New Haven & Hartford Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

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**ATLANTA, GEORGIA,** August 21. Southeastern Railroadiana Collector's 16th Annual Sale & Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3, 12 and under free, tables $30. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

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**MEMPHIS, TENNESSEE,** August 28. Illinois Central Historical Society 14th Annual Show & Sale at Ramada Inn Convention Center, 160 Union Avenue, 9am-4pm. Free admission. For details send SASE to: Dave Fraser, 205 Sundown Trail, Jackson, MS 39212; 601/371-0638.

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**SOMERSET, NEW JERSEY,** August 29. Raritan Valley Great Train & Railroadiana Show at UCC Exhibit Center on Davidson Avenue (Exit 6 off I-287), 10am-4pm. Railroadiana and collectibles, operating layouts, thousands of toy trains. Contact: Commupaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002; 201/823-4983.

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**LEWISBURG, PENNSYLVANIA,** August 29. Central Pennsylvania Chapter NRHS 18th Annual Train Meet at Lewisburg National Guard Armory on Route 15 South, 9am-4pm. Adults $3, under 12 free. Contact: Jack Hazlinsky, 717/523-1505.

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**PARMA (CLEVELAND), OHIO,** August 29. Cuyahoga Valley S Gauge Association Annual Flea Market at Local 1005 UAW


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**GARRETT, INDIANA,** September 4-5. 1st Annual Railroad Collectors & Toy Train Memorabilia Show at Garrett Heritage Park Museum, 300 N. Randolph Street. 10am-6pm. More than 150 tables. Free admission, tables $5 in advance. Contact: Tim Johnson, 114 S. Randolph Street, Garrett, IN 46738, 219/357-4165.

**ENNIS, TEXAS,** September 11-12. Festival of Trains at SPJST Hall No.25, E. Highway 34, 10am-6pm Saturday, 10am-4pm Sunday. Dealers welcome. Contact: Betty Glaspy, 214/878-6868 days, 214/878-6304 evenings.

**WINSLOW, NEW JERSEY,** September 12. Winslow Junction Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

**ROCHESTER, NEW YORK,** September 12. Railroadiana Meet, Train Show & Flea Market at Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Adults $2, children $1. Refreshments available. Contact: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999 or Robert Achilles, 835 Jaclyn Lane, Webster, NY 14580; 716/671-1210.

**ST. LOUIS, MISSOURI,** September 18. McDonnell Douglas Railroad Club Railroad Swap Meet at South County Recreation Complex, 6050 Wells Road, 10am-3pm. Admission $2, under 12 free, tables $12. Contact: Wayne Schimmel, Route 1, Box 512, Winfield, MO 63389.

**JOLIET, ILLINOIS,** September 19. Blackhawk Chapter NRHS Swap Meet at American Legion Harwood Post on Larkin Avenue, Exit 130 off I-80, 9am-2pm. Admission $1, under 5 free, tables $10. Contact: Nancy Spitzmueller, 242 Lakeshore Lane, Bloomingdale, IL 60108, 708/806-7236 days, 708/894-4698 evenings and weekends.

**LYNNWOOD, WASHINGTON,** September 19. Swamp Creek & Western Railroad Club 15th Annual Sooper Swap & Clinic Meet at Scriber Lake School gym, 19400 56th Avenue West, noon-5pm. Over 100 tables of collectibles, books, photos, models and more. Contact: Roger Ferris, SC&W Railroad Club, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

**RUTLAND, VERMONT,** September 25. Gateway Promotions 9th Annual Rutland Railroadiana & Model Railroad Show at Vermont State Fairgrounds on U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free. Contact: Karen or Niilo Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

**ETOBICOKE (TORONTO), ONTARIO,** September 25. 11th Annual Toronto Slide Swap at 18 Ourland Avenue, noon-4:30pm. Buy, sell or trade railway slides and prints. Admission $3, 8-foot table $15, half table $8. Contact: Toronto Transportation Society Slide Swap Organizer, P.O. Box 5187, Terminal A, Toronto, Ontario M5W 1N5.

**GREENVILLE, OHIO,** September 26. All Train Flea Market at Darke County Fairgrounds Coliseum, 800 South Street, Route 49, 10am-3pm. Admission $2, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

**ALLENTOWN, PENNSYLVANIA,** September 26. Lehigh Valley Chapter NRHS Railroadiana Show & Sale at Dieruff Senior High School, Irving & Washington streets, 10am-4pm. Timetables, lanterns, pictures, china, books and much more. Food on premises. Admission $3, family maximum $5, tables $25 in advance. Contact: Paul Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/261-0133.

**AUGUSTA, GEORGIA,** October 2. B&M Productions Train Trade Show at Julian Smith Casino, 2200 Broad Street, 10am-5pm. Admission $2. Contact: Bill Mackendree, P.O. Box 5909, Augusta, GA 30916; 706/790-6341.

**LEESPORT, PENNSYLVANIA,** October 3. Reading Company Technical & Historical Society 14th Annual Train Meet at Leesport Farmers Market, Route 61, 9am-3pm. Other attractions include outdoor flea market, chicken barbecue, BM&R train rides and more. Show admission $2 adults, $1 ages 5-16, tables $10. Contact: Train Meet, RCT&HS, P.O. Box 15143, Reading, PA 19612-5143.

**IDAHO FALLS, IDAHO,** October 8-9. Eagle Rock Railroad Historical Society Fall Swap Meet at Country Club Mall, 1515 Northgate Mile, 7-9pm Friday, 9am-5pm Saturday. Admission $2.50, family maximum $5. Contact: Tom Griggs, P.O. Box 2685, Idaho Falls, ID 83403-2685; 208/525-8777.

**STROUDSBURG, PENNSYLVANIA,** October 9. Pocono Mountains Chapter NRHS Fall Pocono Train Show at Stroudsburg High School, 1100 W. Main Street, Exit 48 off I-80, 9am-2pm. Adults $3, family maximum $5, under 12 free. Contact: John Lutz, 39 Kinney Avenue, Mt. Pocono, PA 18344; 717/839-7465.

**BOURNE, MASSACHUSETTS,** October 9. Cape Cod Chapter NRHS 8th Annual Railroad Show at Upper Cape Cod Regional Vocational Technical School, U.S. Route 6, 10am-4pm. Railroadiana, operating layouts, live music and food. Adults $2, seniors and ages 10-15 $1, under 10 free with adult, family maximum $5. Contact: Howard Goodwin, 18 Willard Street, Wareham, MA 02571; 508/295-5857.


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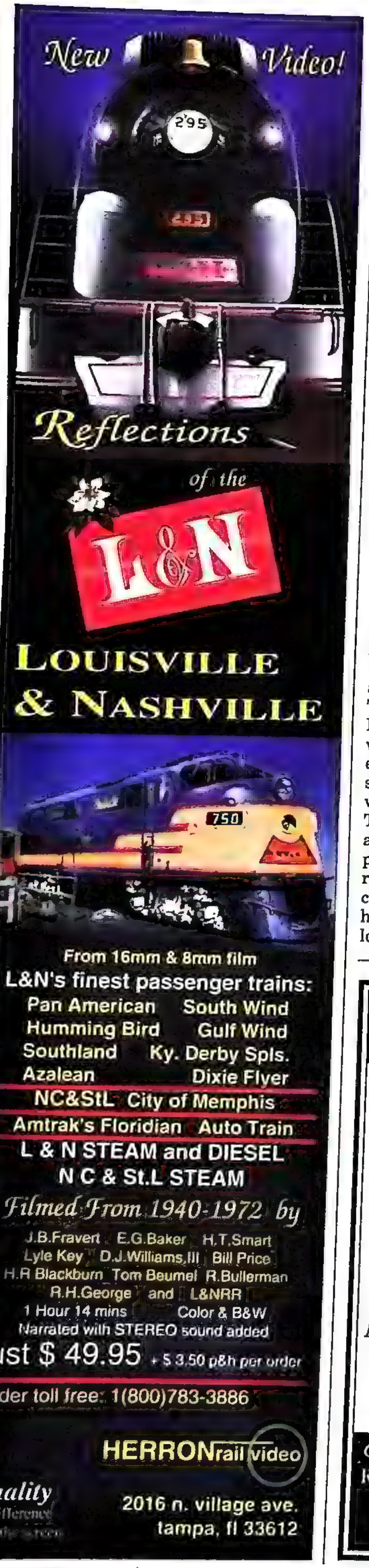



# Railroadiana

BY BRUCE KELLY

**What's New?**

Hyrail Productions' *Burlington Northern 1980-1991 Annual* was such a smash hit and covered BN motive power so thoroughly, (May '92 RAILROADIANA), you'd wonder what more could possibly be told in their new *Burlington Northern 1992 Annual*. How about the exotic four-axle rebuild jobs done by M-K and VMV, the retirement of the Burlington Es from commuter service and road testing of the SD60MACs? There are other interesting areas covered such as the BN caboose fleet (with active roster), unit coal and iron ore operations, Pasco Yard, the business car fleet (with drawings) and a large feature look at the past and present of the Frisco. Plus, of course, there's the 40-page roster section listing current, leased and disposed locomotives by individual road number. With 225 nicely printed photos (30 in color), this 144-page 8½"×11" softcover sells for $36.95 postpaid (outside U.S. add $3.50 shipping, Colo. res. add 7.2% tax) from Hyrail Productions, P.O. Box 55, Denver, CO 80201.

I fully expect the Railway & Locomotive Historical Society will present next year's Book Award to *Pacific Fruit Express — The World's Largest Refrigerator Car Company*, a 432-page 8½"×11" hardcover by Anthony Thompson, Robert Church and Bruce Jones. Freight car buffs and Western rail historians will be blown away by this monumental coverage of PFE's equipment (by each car class), shops and ice stations and its interaction with the boom of Western U.S. agriculture. The heavily-researched, well-written text is accompanied by more than 650 black & white photos, ranging from close-ups of trucks and roof hatches to gorgeous action scenes of PFE cars and trailers out on the main line behind half a century's worth of steam and diesel locomotives. There are, of course, plenty of three-quarter views of equipment, and in the back is a color sheet with accurate PFE paint panels on one side and color photos of refrigerator cars on the other, plus a spread with rare color action shots of orange reefers being muscled by UP and SP steam helpers. Drawings, rosters, repair yard track schematics, perishable freight schedules and maps (including a big John Signor foldout showing PFE routes, facilities and ice production sites nationwide) fill out this landmark volume, selling for $75.00 plus $3.00 shipping (foreign orders add $6.00, Cal. res. add $5.80 tax) from Central Valley Railroad Publications, 11508 Green Road, Wilton, CA 95693. An autographed edition, one of 300, is available for $105.00 (same shipping, Cal. res. add $8.15 tax).

The Steamtown Volunteer Association has reprinted its 1991 release *Steam Over Scranton — The Locomotives of Steamtown*, which was originally researched and published for the benefit of the Steamtown National Historic Site in its evaluation and planning. More photos and an updated text have been included in the new version, which is being sold to the public as a 312-page 8½"×11" softcover. On the front cover is a color photo of CPR 4-6-2 2317 blasting out of Nicholson Tunnel, and inside are black & white action and static views of all the locomotives in the Steamtown collection. Many are builder's photos or show the engines in regular service. For the most part, the book is an illustrated roster of Steamtown's locos from Brooks-Scanlon 2-6-2 No.1 (plus the five other No.1s from other companies) to Public Service, Electric & Gas 0-6-0F fireless switcher 6816. The engines are given a breakdown of mechanical specifications plus varying degrees of historical write-up. Whether your next


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- Dan Rather, Anchor
**CBS News**

*Crossroads of Commerce* features more than 200 images of the Pennsylvania Railroad's art program. To order, call **Great Eastern Publishing** at (800)-356-0246, or send $69.95 to: **Great Eastern Publishing**, PO Box 95, Richmond, VT 05477. *All orders shipped the day after received.*

visit to Steamtown [illegible] and a walking tour of the mu[illegible]le on one of their summer steam excursions, this book is an excellent guide to the machines you'll be seeing. It normally lists for $24.95 but is currently available at the introductory price of $19.95 plus $2.50 shipping (Pa. res. add 6% tax) from Steamtown Volunteer Association Book Store, 150 S. Washington Avenue, Scranton, PA 18503.

The 6th edition of *Heald's Scan Rail* is a 66-page 8½"×11" softcover listing radio frequencies used by U.S. and Canadian railroads (alphabetized by name), commuter and mass transit agencies (alphabetized by city), Amtrak, major tourist operations and others related to the industry. One separate section then cross references the same information by frequency, while another lists the main frequencies used in the "Major Gateway Cities" of Chicago, Detroit, Kansas City and St. Louis. Author Bruce Heald makes some interesting comments in his Introduction about the past, present and future of train monitoring, from the boys who 100 years ago would learn Morse code and crouch outside the telegrapher's window at the depot so they could listen for clicking clues of approaching trains, to tomorrow's railfans who will need a mobile satellite dish and computer printout unit to translate the digital transmissions which will someday replace much of the voice radio communication we presently hear over our scanners. It sells for $9.95 post paid from Heald's Scan Rail, 6886R Jefferson Street, North Branch, MI 48461.

*American Locomotives in Historic Photographs 1858-1949* by Ron Ziel is a 144-page 9"×12" softcover in which the black & white builder photos of 126 different types of steam locomotive are presented one to a page, accompanied by a long, highly descriptive caption. Vintages and wheel arrangements vary from 1858 narrow-gauge 0-4-0 *España* and Lehigh & Hudson River 2-8-0 camelback No.64 to Erie 2-8-8-8-2 Triplex 2603 and UP Big Boy 4002. Following the General Index is a smaller table so you can trace wheel arrangements to the pages on which they


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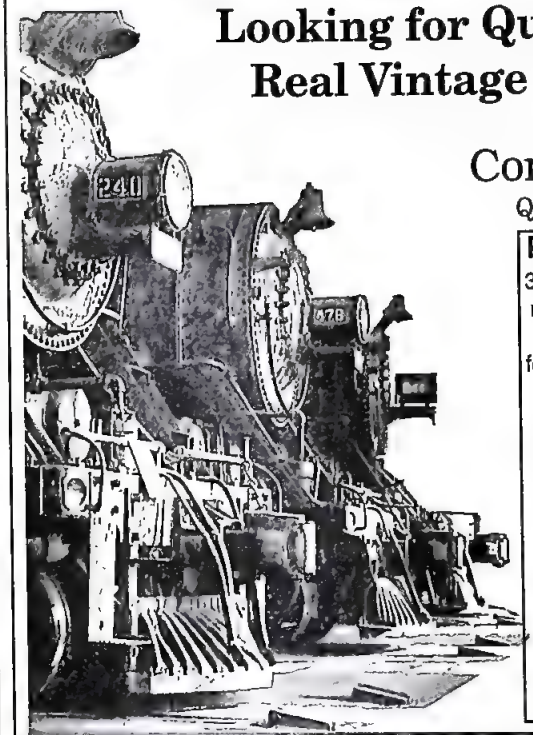

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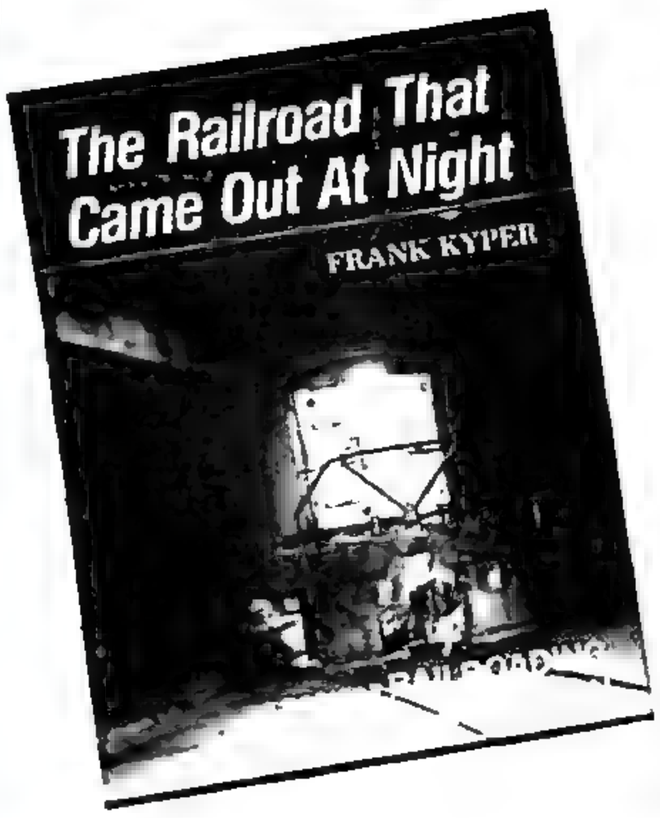


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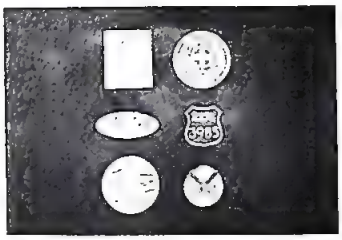
The 3rd edition of Charles McDonald's *Diesel Locomotive Rosters — U.S., Canada, Mexico* is the latest in Kalmbach Publishing's line of 5½"×8¼" horizontal-format softcover reference books. Most of its 240 pages comprise the main roster section, covering North American railroads alphabetically with each entry giving a brief description of the company, location of its main engine terminals and listings of locomotives by number series with columns for quantity, model, builder, date and footnotes. Other sections provide valuable data such as the rundown of locomotive models with the total number of each built versus the number still in service, and the directory of industrial locomotives listed by state and city. Within the main roster section, the CSX table provides a cross reference of current units and their predecessor numbers (which the author admits is incomplete) and plenty of footnotes to trace the heritage of those widely varied units which wound up on Montana Rail Link. While errors and omissions often appear in the best of rosters, some here were pretty surprising: no mention of Conrail's 45 SD60Ms (production began in 1992, delivery in January 1993); nothing at all on Delaware & Hudson (not even under CP Rail), Santa Fe Southern (launched in March 1992 with support from actor Michael Gross), Arizona Central (begun in 1989, hauling tourists since 1990) or Metrolink (F59PH fleet confirmed in 1992); Lake Erie, Franklin & Clarion is listed even though the road closed in September 1992 and sold its four MP15DCs; the Norfolk Southern listing implies all 35 GP59s were delivered with rounded cab corners, when in fact there were only three; no mention of Susquehanna's four remaining Dash 8-40Bs; etc. Illustrated with a handful of black & white photos and a color cover shot of CN and BN SDs side by side, it sells for $12.95 from Kalmbach Publishing, 21027 Crossroads Circle, Waukesha, WI 53187.

### Collectors Pins

Sundance Marketing is widely known as the leader in finely-detailed railroad emblem pins, the kind worn on lapels, hats and so on. These roughly ¾-inch miniature replicas of



famous heralds, number plates and other items of railroad artwork can be fun to collect, trade and wear. To get some idea of just how much effort goes into each of Sundance Marketing's superb pins, listen to company president Larry Hodson's description of their elaborate process:

"Our designs are thoroughly researched for accuracy of design, color, lettering style, etc. Once the design is established, it is transferred overseas. The die is made from extremely hard Japanese steel and is sent to another factory where it is clamped in a stamping machine. The die strikes a copper slug at half a million pounds per square inch. The stamping is then put into another machine where the cutting die cuts off the excess copper and defines the pin shape. Next, the copper is washed in acid and sent to the color-fill factory.

"The color filling is done by hand using small trowels to apply glass paste (from England) into the recessed areas. After each color is filled in, it is fired in a kiln. The next color is filled in, then kiln fired, until all the colors are applied. Next, the pin is ground and polished until smooth. Finally, the pins are electroplated with 24-karat gold or nickel silver and packaged for shipment."

Hodson points out that four different finishing styles are actually used. Cloisonne, described above, is the multi-step color and glazing process used on most of the pins. Other pins use soft enamel coloring when a simple solid color background is needed to make lettering and trim stand out, or three-dimensional relief when accurate detail and texture are required. The most finely-detailed designs which demand tightly-arranged color and graphics use a cloisonne/silk screen process where a scaled down version of the original design is silk screened onto the pin.

The dozen or so pins in our review selection were so captivating that they were all spoken for by members of the R&R and RMC editorial staffs before this review could even be written! The pins sell for $5.00 each. For a current listing, send a self-addressed,

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**Traction Publications** **by Joe L. Diaz**

**THE UNCERTAIN TROLLEY — A History of the Dayton, Springfield & Urbana Electric Railway** by Jack Keenan is an engrossing history of one of the earliest interurban railways in Ohio which would eventually become part of the Ohio Electric Railway and, still later, an important component of the Cincinnati & Lake Erie Railroad. It began on September 24, 1894, when the commissioners of Clark County, Ohio, granted William H. Hanford and his associates a franchise to operate a single line of electric railway from the eastern corporation line of Springfield to the southern boundary of Champaign County. This very interesting and well-executed 108-page 8½"×11" perfect-bound book is printed on coated paper with excellent black & white photo reproduction. Contained among the 55 very interesting photographs is one fascinating early view spread across two pages depicting two cars amidst all the traffic, people and vehicles of this early era in downtown Dayton. The photos herein have been carefully chosen and handled and accompanied by informative captions — most are rare, not having been previously published.

An attractive color painting on the cover heralds the reader's journey through the life and times of this early electric interurban line. There are 15 maps, four of them presented full-page. Chapters describe the building of the railway, its early operation and successes along with troubles, as well as the cars, barns, power generation/distribution, receivership and corporate dissolution. There is even a chapter relating the story of the Great Sink Hole.

The railway's City Car operations in Bellefontaine are also illustrated, and there are two scale car drawings. This excellent book also contains an index and an extensive listing of notes and sources. Recommended for all traction fans and an absolute must for Ohio interurban fans, it's available for $18.95 plus $3.00 shipping from Cam-Tech Publishing, P.O. Box 341, Fletcher, OH 45326.

## Book Reviews

**Union Pacific 1992 Annual** by Don Strack, published by Hyrail Productions, P.O. Box 55, Denver, CO 80201; 144 8½"×11" pages, softcover, $35.95 postpaid (outside U.S. add $3.50 shipping, Colo. res. add 7.2% tax).

Much the way it brought back the Burlington Northern annual that was originally published by Hol Wagner, Hyrail has introduced a new generation of the UP motive power and operations books once authored and/or published by George Cockle. This time around, author Don Strack, the Hyrail Productions team of Dale Sanders and Mark Hemphill and more than 100 contributing photographers serve up the package which combines a giant data-filled locomotive roster with feature segments which focus on specific subject areas.

It opens with a look at the "Wahsatch Crossing" where [illegible] and today's Dash 8-40CWs [illegible] up Echo Canyon and empty taconite trains rattle across stark Wyoming flatlands. For those who remember the monotony of yellow SD40-2s during the early 1980s, the section "UP's GE Fleet" recollects the gas turbines, U50s and C30-7s of prior decades and leads up to modern super cab Dash 8s. Other chapters deal with slugs, SD60s and SD60Ms, branch line spinoffs and mergings with MP, WP and MKT. Reproduction of the 225 photos (23 in color) is generally very good throughout the book.

Some of the better action photos are laid within the twelve-page section on "Western Helpers." A map with grade profiles pinpoints UP's helper districts on the steep grades over the Blue Mountains, Sherman Hill, the Wahsatch Range and the rollercoaster trackage of the desert Southwest. The latter stretch, which combines what were once the separate helper districts of Cajon Pass, Cima Hill and Meadow Valley Wash, now sees a unique run-through helper that works the rear end of long, heavy APL doublestack trains from Los Angeles east 570 miles to Milford, Utah. As the pictures show, swing helpers are ever-present in northeast Oregon when potash must be hoisted over the Blues or when grain wraps itself around the Durkee horseshoe. Turn the calendar back to the summer of 1978 and Utah's Weber Canyon unveils unit coal with Locotrol-equipped SD45s on the point and A-B-A GP30s spliced ahead of the caboose. For some reason, this chapter ignores UP's two-unit helpers (typically SD40-2s) at Glenns Ferry, Idaho, which work unit grain and potash trains west up the 2% of Medbury Hill and other tonnage trains east up King Hill.

The final two-thirds of the book is dedicated to the monstrous roster (which was effective as of August 1992) and disposition listings, arranged by model with every individual unit shown by road number, previous number(s), builder date and number, prime mover type, horsepower and any of 150 side notes. UP's historic steam and diesel locomotives are also accounted for. Black & white photos representing nearly every locomotive class help add visual substance to the hundreds of rows of hard data crammed into the roster portion of the annual.

It's worth mentioning that the author has issued an errata sheet indicating several errors or omissions, which presumably will be rectified with Hyrail's publication of its 1993 UP annual — B.K.

### All about short lines

Those interested in colorful railroading and quaint operations reminiscent of the old days can't pass up today's short lines. With the Class Ones spinning off marginal branches and main line segments to small, usually non-union entities capable of more personal service, short lines are cropping up like trackside weeds. A day following any


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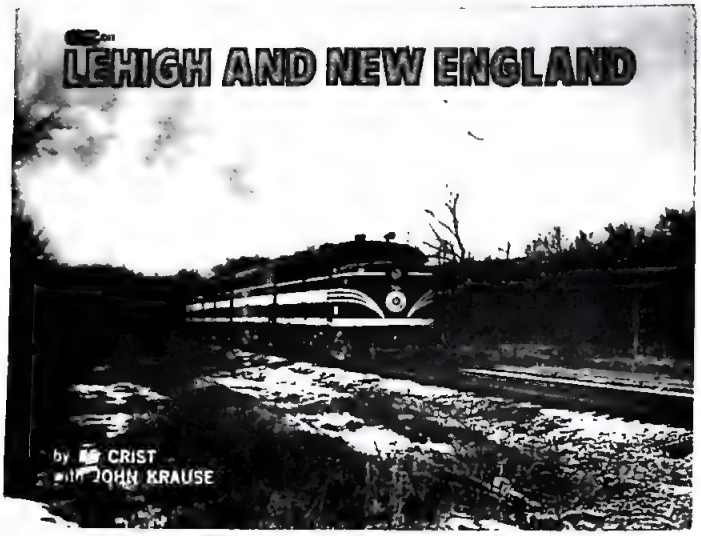


Out of print for three years, Krause & Crist's Lehigh & New England is now available in a new second printing. An anthracite carrier, the L&NE lugged black diamonds from the Tamaqua area in Eastern Pennsylvania, over the Delaware River into New Jersey for a connection at Maybrook, N.Y. with the New Haven and other roads. The L&NE operated camelbacks until after World War II along with other steam power until all were replaced with Alco diesels by 1949. The book encapsulates the road's turbulent history and close ties with the anthracite fields it tapped. The many photos are a treasure trove for modelers looking for steam and diesel detail, as well as earlier freight and passenger cars.
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short line is almost always struggling as their limited budgets usually don't permit second hand or unusual motive power. In sometimes colorful paint schemes, slower train speeds on often scenic right of ways and switching operations — and some still run cabooses. The Middletown & New Jersey, for example, works their entire ten-mile line using only hand signals and a 44-tonner identical to the one that replaced their steam locomotives.

With so many short lines in today's railroad scene, it is very difficult to keep up with all the new arrivals and short-lived failures, and magazines like R&R simply don't have the space to do the stories justice. It requires a magazine dedicated specifically to short lines to do the subject any justice.

Enter *The Short Line*, a twelve-page glossy black and white magazine published by Garreth M. McDonald that covers short line railroading in detail — we at R&R call it "the *Extra 2200 South* of short lines." It is published five or six times per year, and each issue is literally crammed with up-to-date material on short lines all over North America.

Behind each full bleed cover photo is the "Current Short Line Box Score" containing "wins" and "losses" (new railroads beginning and other operations ceasing) since the last issue followed by countless listings under "Latest Short Line News Items." Throughout the year there are recaps of short line progress and an occasional "From the Steam Locomotive Archives" about long lost short line steam power by noted authority Thomas Lawson, Jr. Each issue contains several photos of contemporary short line motive power. While there are no lengthy pictorial articles like the more generalized rail magazines, new railroads are often given feature coverage, and occasionally multiple news items from a given railroad are grouped together. Maps frequently accompany significant stories. The printing and photo reproduction in *The Short Line* — or "TSL" as it calls itself — is generally top notch.

The magazine, like the classic Don Dover issues of *Extra 2200 South*, is oriented toward serious fans and researchers in that each entry is direct and to the point without wasting space. There are often news items of a few lines and sometimes just a single sentence which can speak volumes. Each issue of TSL is printed by number with the month of publication noted nearby — our latest copy reads "TSL #117, published in March 1993" — which is more specific and useful when researching in back issues. Like *Extra 2200 South*, it is punched for three-ring binder filing (which is the way we keep our research volumes).

The staff here at R&R can't say enough good things about *The Short Line* except that we would like to see it published monthly. We will seldom print a news story or caption about a short line in R&R without checking the recent issues. TSL's sources are usually very accurate, as the contributors are often a presidents or employees of the railroad described. TSL is available only by subscription in six-issue increments for $19.00 sent by 2nd Class mail or $23.00 for First Class mail (add $1.00 for Canadian postage) from *The Short Line*, P.O. Box 607, Pleasant Garden, NC 27313; 919/674-2168. The subscription price is a real bargain considering the volume of information contained in each issue — no serious historian or rail "info-maniac" should be without TSL — M.D.

BY JIM BOYD

# Details, Details, Details

**GUEST COLUMNIST: DAVID R. BUSSE**

It happens nearly every time veteran railfans get together. The discussion turns to earlier railfan experiences, of childhood, college days, that first railroad job or other such times in life that are gone but not forgotten.

Listen carefully to these discussions. Railfans are generally outstanding observers of details, and it becomes obvious every time they talk about their memories. Railfans can describe ad nauseam what an Alco 539 engine sounds like under full load; what the dining car interiors looked like on Santa Fe passenger trains; what Central Station in Chicago smelled like; how late their first Amtrak ride was; where they first saw UP 3985, SP 4449 or other such icon; how many SD45s Milwaukee Road owned or what the names were on Frisco's *Texas Special* E-units. Much of the romance lies in these little details.

Considering the fact that nearly every railfan owns and uses a good-quality camera, it's a shame that most railfan photographers forget about recording some of those important nuances of railroading on film. Yes, it's wonderful to say you have in your collection perfect roster views of every Santa Fe F45, or that you've done just about every angle in Cajon, Tehachapi or wherever. But the typical railfan photographer forgets to commit the little things about railroads to film — things that are etched in the mind but never seen as photographic potential until it's too late.

I write this because, until recently, I must plead guilty to ignoring a lot of the details. I grew up around St. Louis, Missouri, on the eve of Amtrak, and I spent a fair amount of time (for a 12-year-old) around MoPac and GM&O passenger trains. And I could show you some nice 'chromes I shot of MoPac E-units on the *Missouri River Eagle* and classy GM&O trains with names like *The Abraham Lincoln*.

I can tell you a lot of interesting details about both railroads —exactly what their passenger trainmen's uniforms looked like (and the names of many of those trainmen), how GM&O used heavyweight passenger cars, kerosene markers and switch lamps into the 1970s, what GM&O diners were like and the fascinating advertising billboards that both railroads employed on bridges right up until 1971 and Amtrak. I'll never forget the seemingly archaic wording on the cast-iron signs along the GM&O right-of-way: "Do not walk nor trespass on the railroad."

Unfortunately, I never took a picture of any of this stuff. I was an avid railroadiana collector, and today I have a closet full of uniforms, lanterns, train sheets, signs, dining car china and other such items. And I have some great roster and action slides of GM&O RS1s and MoPac GP18s. But I never bothered to snap the kinds of pictures that tie all this together: operators copying train orders at those old scissors-type telephones; the switch tender at Bloomington, Ill., walking through the yard filling switch lamps with kerosene; the operator at Wann, Ill., handing up orders with hoops now in my collection; the MoPac bridges in Valley Park, Mo., with "Route of the Eagles" still painted on the sides. Over the years I got some awesome cab rides on both railroads and befriended many operating employees, yet I never bothered to take their pictures.

These are the kinds of images that today would make my children realize that the closet is full of something other than "Dad's railroad junk." They are the kinds of shots that together with those dramatic train scenes and crisp roster shots would tell a better story about the railroading I was interested in. They were the little details unique to each railroad that we took for granted in our quest for the perfect train shots. And I didn't really notice most of them until they were gone.

If you've never thought about photographing the subtle details of railroading, give it a try. Sprinkled through a railfan slide show or video presentation, these kinds of pictures add spice and a touch of humanity that you'll never get by simply telling an anecdote to your audience while a GP40 roster shot languishes on the screen. If you are preparing a magazine article, or doing a video, attention to these little details brings you closer to being called a true photojournalist.

Look carefully the next time you're out photographing trains. Does your favorite railroad use a particularly unique kind of block signal, tie, rail, switch stand or telephone box? Do they display their herald in an unusual way around depots (ATSF and UP come to mind), at grade crossings (Monon and CB&Q did) or at the entrance to a yard? Is there a uniformity to the signs along your railroad's right-of-way, like those GM&O "keep out" postings? Are there little details on your favorite diesels (builder's plates, number boards, evidences of renumbering) that you haven't ever photographed? If you're lucky enough to get a cab ride, take some shots of things in the cab like worn brake handles, gauges, the speedometer, etc. Some of these kinds of photographs may require you to learn new techniques not usually needed, like fill flashing and macro photography.

While shooting action shots of trains, step back from the tracks and look around at the things that surround the railroad, like the old buildings or streets and businesses named after the railroad. Sometimes these are precisely the kinds of foreground or background subjects that turn an average photograph into a really outstanding one.

Several years ago, I was aboard a special Santa Fe passenger train for a day as part of my job in the TV news business. I brought my still cameras along. I used to think that riding trains eliminated most opportunities for good train photography. My slide collection contains a fair number of "standard" out-the-vestibule shots because I always felt that was the only halfway interesting on-board photo angle. On this Santa Fe trip, I kept those kinds of shots to a minimum and focused on little things inside the train — the crew work-


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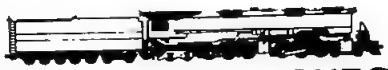

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ing real dining car kitchen, super-wide-angle shots of people and scenery in the dome car, even tight shots of the classic ATSF flatware and really tight shots of the markings on the silverware. I can't wait for the opportunity to shoot some more pictures like this. These images never fail to catch the attention of an audience and evoke a lively discussion.

With today's railroad scene changing so quickly, it's never too late to start recording these little details on film. Keep on shooting the traditional railfan shots, but shoot plenty of details and balance the two kinds of images in your next presentation. Your audiences will appreciate it, and you'll suddenly be amazed at how much stuff there is to shoot around the railroad, even today. And you'll regret the shots that you neglected to take just a few years ago.

# Videos

BY MIKE DEL VECCHIO

### New Arrivals

The railroading around CSX's former-B&O Sand Patch grade is legendary, and a contemporary look at the area is preserved in **"Sand Patch Weekend,"** produced by Highball Productions, P.O. Box 245, Seabrook, NH 03874. Shot during Memorial Day weekend 1992, this video captures a true slice of Sand Patch action as train after train with helpers rolls past the camera. Highball crews "did" Sand Patch the way most fans would do it: follow some trains, stay at one location during busy times [illegible] like in v[illegible] off the road for others. Nearly [illegible] of the clas[illegible] locations are covered, like [illegible]ance curv[illegible] Glencoe and Sand Patch, and the weathe[illegible] ranges from bright sun to heavy rain and overcast. Motive power is nearly everything CSX has to offer in what seems to be every paint scheme variation in the last ten years. Most trains consist of four-to-six units of varying hues, and most trains have helpers (usually in newer liveries). However, there is one train shown with all four units in the Chessie "broken dish" yellow livery — very rare these days. And one hazy sequence really shows how dangerous and invisible those "stealth" SD60s can be. The narration and video quality are professional, and the show is edited to present a true slice of contemporary railroading. Nearly all of every train is shown in chronological order. Overall, this program presents a typically busy weekend on Sand Patch that the viewer can enjoy without the mid-day lulls and the long drive to get there. 120 minutes, $34.95 plus $3.00 shipping.

### Feature Reviews

**"*Fast*Track, the Railroad Magazine that Moves, Volume 1, issue 2,"** produced by *Fast*Track, P.O. Box 10335, Drawer B, Milwaukee, WI 53210; 800/578-TAPE (8273). VHS only, VISA and MasterCard accepted, $39.95 per issue plus $4.00 shipping, one year subscription (four issues) $99.95 plus $10.00 shipping; $20.00 shipping to Canada (Wisc. res. add 5% sales

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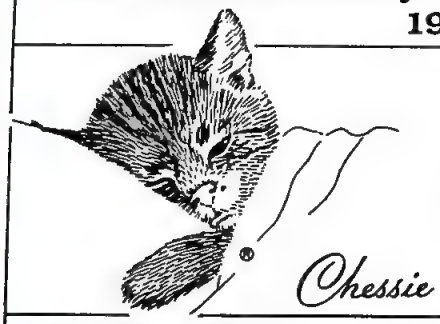


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tax). Volume 1, issue 2 runs 60 minutes.

The video magazine *Fast*Track made quite a name for itself with Volume 1, issue 1, earlier in 1993 (March '93 VIDEOS). Former-*Trains* Magazine Associate Editor Paul D. Schneider formed *Fast*Track, and he uses his magazine writing, research and creative photographic abilities to produce a video that is very much like a printed magazine. *Fast*Track contains regular departments, feature "articles" and contributed clips from around North America. We were anxious to see if the second issue would be able to keep up the continuity of the first. Though issue 2 arrived little late (just days after our July issue went to the printer), the subject matter turned out to be worth the wait.

The tape opens with the departments. First "On Location:," this time looking at the last days of Conrail's Hulett ore-boat unloaders along Lake Erie in Cleveland. I had seen still photos of these giant iron grasshopper legs, but they must be seen in motion to be believed — the operator rides just above the 17-ton clamshell bucket. *Fast*Track's cameras are in there with the operator, up on the highest point of the operating leg and down on the ground, and interviews with the last crews round out the segment (the Huletts closed for good last year). This Hulett footage will be many-a-viewer's favorite segment of the tape.

The next regular department, "Diesel Dinosaurs:," visits the last remaining six-motor Fairbanks Morse unit in operation: Tennessee Valley Authority H16-66 Junior Train Master 1050. Video crews follow this worn but reliable unit working around TVA's Galliten, Tenn., facility, and the scenes here show that the unit can be observed from public roads (will certainly visit TVA 1050 the next time I'm in the area). The 1050 is shown mostly running light, and the photography, imagery and sounds are all F-M.

One of the feature articles takes a new and, I think, better approach to the use of vintage films. Veteran railfan and Milwaukee-resident Doug Jones is describing his own 16mm footage from the 1960s of the Milwaukee electrics out in Montana. Jones was a contextual shooter, interested in capturing the trains within the scenery, and his photography is excellent. His commentary about following the Milwaukee and dealing with the railroaders is quite interesting, and I didn't mind that Jones seldom referenced a location of his action. The scenes of diesel and electric trains crossing the big bridges and those huge valleys are all well lit and executed (though his camera did have a slight light leak along the right edge).

The other features include coverage of Santa Fe 4-8-4 3751 and UP 4-6-6-4 3985 ferrying to and participating in Topeka Railroad Days — an event that converted the hard-core diesel fan narrator (Paul) into a steam fan. The last feature is an in-depth look at President Bush's campaign train over the Wisconsin Central. Of course, there is footage of Mr. and Mrs. Bush and their special train, but *Fast*Track interviewed nearly every WC official involved in the preparation of the train, and there are views of the shop people doing their respective jobs and of the lineside security activities. Even WC President Ed Burkhardt provided a super interview.

Contributed snippets include a few min-


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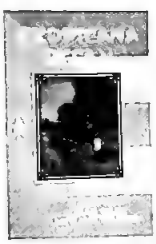
utes of fine Canadian railroading in Massachusetts during [illegible] conditions by Highball Productions' Peter Crook, plus up-to-the-minute coverage of Maryland area commuter operations with runbys of Amtrak's X2000, a Virginia Railway Express commuter train, MARC commuter trains pulled by CSX F-units and a train of Budd RDCs before their retirement, plus N&W 4-8-4 611 on a Washington, D.C., area fantrip with its new-for-'93 all-Tuscan passenger train. First generation diesels are represented by Bill Christopher and Bob Conway of East End Productions who contributed footage of Wisconsin & Calumet's "Chicago Job" powered by F-units and a BL2. That *Panama Limited* paint scheme makes for some fine short line freight-hauling imagery including a large deck bridge outside of Janesville, Wisc., and meets with Metra commuter trains near Chicago.

One of the aspects that seems to set *Fast*Track apart from other videos is the shooting and editing. Schneider has the eye of a TV cameraman and a still photographer combined with the mind and experience of a railfan with the desire to show the human element. The entire show is edited in Betacam SP by a television station editor. *Fast*Track is intelligent, flows well and generally teaches the viewer something. Except for the contributed footage, all video was shot on Hi8, which when edited in Betacam makes for a fine presentation. I would say *Fast*Track is still on the fast track — that Hulett footage left an indelible mark in my mind — M.D.



**"Tropicana Steam: Sugar Cane Railways of Cuba,"** produced by Railfilms Limited and distributed by Goodheart Productions, P.O. Box 47131-RS, Chicago, IL 60660, VHS or BETA, Checks or Money Order accepted, 55 minutes, $29.95 plus $3.00 shipping (Ill. res. add 8.75% sales tax).

Before most of you throw vegetables at me for reviewing a "foreign" steam tape, be advised that all the locomotives seen herein were made in the United States of America in the days when Baldwin and American Locomotive were roundhouse-hold names. While progressive railfans recognize the international hobby should be politically neutral, unfortunately the U.S. Treasury Department feels otherwise. In addition to frowning at you for duplicating their money, they also will not give you permission to visit Cuba except in very, very rare circumstances. So, while some Cuba-philes can get their needs met by watching "I Love Lucy" reruns and buying the finest cigars, U.S. steam fans will have to rely on the coverage of others. Here, Goodheart Productions is distributing yet another of Englander Greg Dodson's "Railfilms Limited" steam videos, this time on Cuban sugar operations. If you like smallish U.S. steam in a variety of gauges in regular service, please read on.

Greg Dodson's party visited a number of sugar lines, and they present to us a sampling of many. While good maps keep the viewer oriented, I will not mention the names of any of the lines since they won't mean much to most readers. The gauges covered range from 3 foot to 2'6" to 27¾" to standard. Locomotives include those from Cooke, Rogers, Porter, Baldwin, Alco and Vulcan, all built between 1894 and 1925, most at the upper end of this range. Wheel arrangements seen include 2-6-0s, 2-8-0s, 0-4-4Ts, 2-4-0Ts, 0-4-0Ts, 4-6-0s and 2-6-2s, again with most of the coverage devoted to the "big" power. Frame types represented are both inside and outside. Mechanical condition of the engines varies from line to line. While some will say these are steam critters, most of the program is devoted to the handsomer types. And I'd say that the most significant locomotive shown is hundred-year-old former-Southern Railway 4-6-0 2500, which is pointed out in the tape.

The video's coverage consists mostly of lineside action in generally good locations, considering where one is. It shows the engines and their trains in the environment of sugar plantation hauling requirements during the annual harvest of January through May. While the engines smoke and chug along furiously both forward and backward, in contradiction to the otherwise "mañana"-type culture promulgated by government policy, the rest of the scene is not reminiscent of present-day U.S. main line practices (as in "ties, I don't see any ties", "ballast, what's ballast?" "OSHA, what's an OSHA?") In addition to pure runbys, we see scenes at the sugar fields, observe oxen power at work in adherence to Fidel's demechanization policy (a.k.a., no oil), see glimpses of Havana and take a few seconds break observing 1950s U.S. vehicles still on the road (c'mon Fidel, why don't you just tell the truth — you want to preserve steam power and the golden fifties forever). Some operations seen are quite typical of American practice, such as doubling hills then consolidating all the cars to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keep going where the grades are easier. The language of railroading seems universal around the world, and this is one of the charms of viewing "foreign" operations. The next time you're at Disney World, just think a few hundred miles south are Chihuahua-sized steam engines barking along like it was 1928-1950 in Dixie. The Cuban engineers could teach a few of our tourist line and fantrip operators how to put on show.

Technically speaking, this "video" was first shot on 16mm film. Camera technique, color, sharpness, sound and conversion to our NTSC television system are all of high quality. The whole thing has a "Great Railway Journeys" or "Pole to Pole" flavour to it. And, as always, while we are separated from the British by a common language, their's is a nice change of pace from standard U.S. narrations.

The "preservation" of regular service steam in Cuba to this day is a blessing and a curse. The good news is for steam fans, which also earns Cuba needed foreign exchange from Yanqui Kodachrome and video shooters (the Brits look like us, at least). The bad news is that Americans can't easily get there from here for political reasons.

Fans who have a taste for small U.S. steam and want to experience more than just Tweetsie and the like should probably have a copy of this tape, if not because of Cuban sugar operations, then to see how what they admire on the printed page really sounds and looks like in operation. "Tropicana Steam" is good, competent, survey-like railfan coverage of a unique situation in today's world — TOM KELCEC.

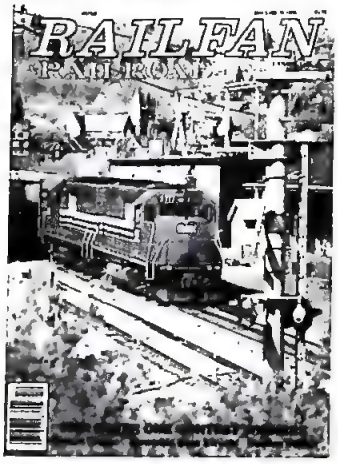
## We'd like you to meet...

**Mike Walker**

The author of the article on the Isle of Man was born in 1952 north of London and spent his formative years at Potters Bar on the old LNER main line. As he puts it, "One of my earliest memories is seeing a train set the embankment ablaze. However, to this pre-school lad, it was the turnout of the local fire brigade which held more interest."

At the age of five, Mike moved with his family to Marlow in the Thames Valley west of London, where he's been ever since. This was in the heart of Great Western territory


# R&R's 1993 "COVER ONE"

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— "God's Wonderful Railway," as they used to call it — and he soon acquired an appreciation of the finer points of Swindon's engineering and aesthetic design. Steam locomotives all but vanished by 1964, before Mike took up photography, but he was able to capture on film their distinctive successors, the Western's magnificent fleet of diesel-hydraulics, before they were retired in the name of standardization in 1976.

In that bicentennial year of the Colonies' independence, Mike the Brit discovered America during a holiday in Canada. As he puts it, "I thought most North American rail operations had gone the way of the Penn Central, but it took only two weeks to blow the myth — and I was hooked. Since then I've made twelve more visits to your continent and visited 32 states and five provinces."

Mike has made a lot of friends in North America and doesn't have any particular favorite railroad — although he does confess a certain fondness for Colorado's Great Western Railway which has a beet dump called "Walker." And like Jim Boyd, who discovered in 1987 that British locomotives sound like Alcos, Mike is quite fond of American Alcos "because they sound like English Electrics."

Mike's photographic equipment consists of a pair of Olympus OM2Ns with a variety of lenses from 24mm to 150mm. He notes, "There is little use for super-teles over here. I nearly always shoot Kodachrome, usually 200 ASA, which is ideal under our usually grubby skies, but revert to 64 in your brighter conditions."

An electro-mechanical draughtsman by profession, Mike now defines his principle railfan interests as being "contained within a triangle with corners at Praed Street London (GWR's Paddington Station); Fairbanks, Alaska, and the Panama Canal." He is a close follower of the contemporary British Rail scene and can be found chasing steam specials both at home and in America.

However, he points out, "I've never felt the urge to join many of my fellow British enthusiasts and seek out the last pockets of real working steam in the world, probably because I couldn't take the culture shock and strange foods of places like India or China. America I can handle, and we do speak the same language — although R&R's illustrious editor seems to doubt this at times."

Mike and the "illustrious editor" spent much of the 1992 San Jose NRHS convention together, and that editor returned to New Jersey thinking, "boy, those Californians sure talk funny." Shortly thereafter the editor was on the telephone with Ian Andrews of England's Steam Powered Video (with his North American experience, Mike acts as a consultant for Ian's company, which distributes in Europe and the U.K. the best of American railfan videos). Commenting on Walker's thick accent and rapid-fire delivery, Andrews observed that, "Mike's even hard for us Brits to understand sometimes!"

The story of the Isle of Man is Mike's first feature article to be published in either the U.S. or U.K., although he has had several short news items published at home and is the magazine editor for the local Marlow club, of which he's also chairman. When it comes to his well-written English, we definitely do speak the same language.


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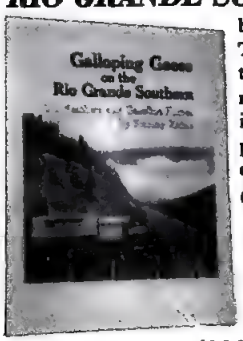


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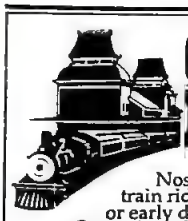

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# On the Menu

BY JAMES D. PORTER

## Awards for Amcuisine

Meet Luis Pena and Lynn A. Robinson. Mr. Pena, a chef on Amtrak's *Southwest Limited* between Chicago and Los Angeles, has been named the company's Chef of the Year. And Mr. Robinson, assigned to various Chicago-California trains, is the current reigning Food Specialist of the Year. Both earned their awards in a highly competitive cook-off judged by the prestigious Culinary Institute of America (CIA). The winners first had to compete against 315 peers, then 13 semi-finalists and then six finalists.

These finalists were presented at the last minute with a "mystery basket" of ingredients from Amtrak's normal commissary inventory. Chef Pena's winning entry, grilled pork with Kiwi sauce, was accompanied by twice-baked potatoes, steamed broccoli flowers, sauteed carrots and a Julienne salad with Holland dressing. Robinson won with pork prepared three ways — grilled, breaded and as a ragout — served with carrot and broccoli timbale and mixed green salad with Italian dressing. If you find yourself on a California-bound train out of Chicago and one of these two men is in the kitchen, you'd do well to ask about the Chef's Special before ordering.

News of these events presents an opportunity to revisit a subject treated here in the February '93 column, "Amcuisine." The plan then was to follow up each year at the same time with commentary on the state of Amtrak's on-board food service. But with the June announcement of this year's CIA-competition winners, and with summer's new foods and services on board the trains, this is a more logical time to offer such a report.

So now meet Jack Effner, Amtrak's Chief of Food & Beverage Programs. In a recent interview, he was asked about the changes a rider will see in 1993. His enthusiasm leapt across 400 miles of telephone line: "We are making a system-wide effort to upgrade quality in our full dining cars." He then proceeded to tick off more good news than a hunt-and-peck typist (me!) could get down. Here's the gist of his answer.

On the menu: To insure variety across the system, Amtrak now changes menu items twice a year. So "this summer we introduced a low-fat Continental breakfast of fresh fruits of the season, a sliced bagel and fruit-blended yogurt on all trains. The noon meal features a new vegetarian fettucine pasta with either a tomato-basil sauce built on sun-dried tomatoes or an Alfredo sauce." More good news, lunch-munchers: pizza made to order, and you can choose among six toppings.

Dinners already provide greater variety and more pleasing presentation, as meals from Chef Pena and Food Specialist Robinson attest. "But," says Effner, "look for new things on the dessert menu. Fresh fruit of the season accompanied by two dessert cheeses, and fruit sauce on ice cream as well as on cheese cake."

And how's this for a re-establishing the individuality of specific trains: Buffalo Burgers and a one pound baked potato available only on *The Pioneer* to share in the anniversary celebration of the Oregon Trail — available this summer only. All of this, Jack Effner says, "is done to meet three goals: quality food, good nutrition and choices to satisfy our guests' varied dietary requirements."

For youngsters Amtrak is stealing a page from the fast food industry: entertaining meals for children. "We call them 'Choo Choo Chewies'," Effner said. "They come in a box with riddles, puzzles and games printed outside plus a surprise inside: a toy, playing cards or the like." Also inside is one of six hot meals including spaghetti with cheese, fish sticks or ravioli.

In the dining car: "China and linen have been added to a fourth train," says Effner,

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"the coast-to-coast *Sunset Limited*." Stewards and lead service attendants, who are in charge of the dining car, are now attending CIA classes to learn more about restaurant management and making the dining car experience more pleasant.

In the kitchen: "To expand a chef's creative opportunities," Mr. Effner says, "new items are regularly added to the commissary list. New condiments, for example, have been added to the sauce rack." And to better achieve the taste associated with upscale dining, "butter is now used in the kitchen and delivered to your table. For the health-conscious, margarine is available on request."

What's next? Look for customized menus featuring regional cuisine and specialties of the on-board chef printed out on the train using a PC and laser printer. To bring consistency to the system, an Amtrak cookbook has been produced with recipes for successful dishes from the railroad's lengthening history, new dishes created in cooperation with Culinary Institute Instructor Chefs and favorites of award-winners or individual chefs. "We don't want to hamper a chef's creative impulses," says Effner, "and yet we want our guests to know what to expect."

But, you ask, what about those occasions when service disappoints? The advice of this columnist is: Complain! Not to your friends or neighbors but to someone who can do something about your problem. The steward or lead service attendant is in the best position to respond to immediate complaints. Or seek out the on-board chief — that pleasant person you surely can't miss — who is in overall charge of on-train passenger satisfaction. If your grievance compels you to write someone, write Amtrak in care of the Office of Customer Relations at 60 Massachusetts Avenue, N.E.; Washington, DC 20002.

Please don't become that most ordinary of malcontents, the one who goes home and engages in such mean-spirited tactics as writing the editor of a local or national newspaper or magazine, or to representatives in Congress. Little good is done by such silliness as, first, there is nothing these people can do to rectify the situation. Further, it diminishes Amtrak in the eyes of the very people needed most if the company is to grow and prosper: potential riders and elected officials. It ultimately creates an effect the writer surely doesn't want: lessened ridership.

Finally, be realistic. If you spend a bundle to eat at The Palm in New York or Zaven's in Chicago or The Palace in San Francisco, expect perfection. But Amtrak is more akin to a moderately-priced neighborhood restaurant. Don't hold it to the same standard you would apply to an expensive joint.

Jack Effner said it: "Quality food, good nutrition and choices." What more can you ask for $10 or $20 a meal? The scenery and excitement of rapidly moving to another major city? That's something Amtrak offers that isn't available anywhere else.


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# Transit Currents

## Trolleys Return

William Viekman sent the following account of the first day of restored trolley service in Tucson, Arizona. "On a sunny April 17, 1993 — and for the first time in 62 years — a streetcar rolled over the surface tracks of Tucson. Electric traction had finally returned to the Grand Canyon State. Fully restored after ten years of dedicated effort by the Old Pueblo Trolley group of volunteers was Birney car No.10, a vehicle that had once graced the Pacific Electric Railway. Later purchased by a Hollywood studio, the streetcar was eventually acquired by the Orange Empire Railway Museum, and from thence went to OPT. By then, to put it mildly, she needed work. Today, No.10 resembles the car that closed out Tucson's first electric traction era in 1931.

"Restoration also included uncovering tracks long asleep under asphalt, erecting overhead structures and arranging for electricity from the Tucson Electric Power Company. In fact, the juice was turned on just five days before operations got under way.

"Following the usual speeches, a parade set forth consisting of antique automobiles and two restored railway cars. Birney No.10, as yet unlettered, was followed by the 255, a double-truck, double-ended 1953-built electric trolley from Osaka, with Japanese signs and interior fixtures intact (including ad cards). The local media did its part with headlines reading, 'Welcome Back, Old Friend'.

"The remarkable breakthrough of April 17, moreover, was a physical one. Tucson now had 1.1 miles of street railway, extending from the main gate of the University of Arizona to a restaurant plaza area at 4th Avenue and 8th Street, operating entirely in roadways, *and doing so in traffic.* The line has no reserved right of way or any center reservation facilities. To arrange for this urban authenticity required long-term, skilled and intelligent diplomacy at numerous political levels, including the pacification of a few NIMBY (Not In My Back Yard) types.

"Inauguration day was a near total success. While the brake valve on No.10 malfunctioned later in the day, the 255 performed yeoman service without a hitch, carrying standing loads right up to the 10:00 p.m. closing hour.

"Technically a light rail demonstration project, supported in part by state funds, OPT is, in practical terms, composed of volunteers. Accordingly, the cars will operate only on weekends, at least for the beginning. As of May 20, capacity crowds were riding the trolleys every weekend, and words is out that a third car is badly needed. More rails are to appear from beneath pavement, with Phase II expected to double the present active route mileage, including service to the business heart of downtown and the Amtrak depot. Therein lies another first-day vignette. Just as the inaugural parade got under way, and the band struck up a cheerful tune, a rather late *Sunset Limited* whistled out of town (about two blocks from the festivities), as though saluting the proceedings.

"Indeed, it may not be long before a diminutive, four-wheel trolley connects with the mighty *Sunset* on the latter's transcontinental journeys between Los Angeles and Miami."

Thanks for the great news, William Viekman. Bill is a freelance writer, transit consultant and the president of the Pikes Peak Historical Street Railway Foundation, which is a museum working toward trolley operations in his town of residence, Colorado Springs, Colorado.

### Trolleys Return to Memphis

No, the trolleys are not sleek light rail vehicles but rather a vintage type of operation. Memphis opened a 2.5-mile Main Street trolley line on April 29, 1993, completing a construction project that began in July 1991. The trolley tracks run from Mill Avenue on the north end of Main Street to Calhoun Avenue at the south, and include 20 stations.

For a number of years, Memphis' Main Street has been a downtown mall — Mid-America Mall, to be exact — that is so lengthy that shoppers and sightseers have found the distance too formidable to complete on foot during one visit. The idea is that the trolleys will help pull all the many features of the mall together.

The "new" Memphis cars are antiques that have been or are in the process of being renovated. So far, there are six cars being brought to glowing restored eminence by the Mid-America Trolley Company. They are derived from a design of the J.G. Brill Company dated May 1912, which offers some feel for the type of cars now serving Main Street: four-wheelers with clerestories. Three of the cars in Memphis were original J.G. Brill products, and the others are virtual duplicates built by a Portuguese company. The vehicles feature 16 seats, and room is on board for two wheelchairs as well as 25 standing passengers. Three of the six cars under restoration are in use, and the other three will quite possibly be in service by the

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BY GEORGE M. SMERK

# to Tucson

time you read this. Six more trolleys have been purchased, and, as additional cars are available for service, the start-up headway of 15 minutes will become shorter.

Dave Johnston reports that the trolleys operate from 6:30 a.m. to 8:00 p.m. Mondays through Thursday; from 6:30 a.m. to midnight Friday; 9:30 a.m. to 9:30 p.m. Saturday and 10:00 a.m. to 6:00 p.m. on Sunday. He also notes that the first three Brill-design cars (from Oporto, Portugal) in use were No.187, built around 1927; No.194, built around 1935 and No.204, built around 1940. For building the system and buying ten trolleys the price tag was about $33 million, with 77% coming from the federal government. The trolleys run every day of the week, so any time you are in Memphis you can give it a shot. To start off with, there is a lunch-hour fare of two-bits from 11:00 a.m. to 1:30 p.m., Monday through Friday. Regular one-way fares are 50¢.

### Harre's Chair

The late Harre W. Demoro, reporter for the San Francisco *Chronicle*, covered the board meetings of the Bay Area Rapid Transit District. In his honor, BART put a special plaque in his memory on the seat in the front row that Harre usually occupied at BART board meetings.

In the *Review*, published by the Bay Area Electric Railroad Association, there are some Harre Demoro stories, including his interest in special phrases. For example, Harre never rode BART. He always rode on "swift, silent and virtually vibration-free electric trains." Thanks to Ted Wurm.

### Green Line to Greenbelt

Passengers in the Prince Georges County area of Maryland around Greenbelt have been waiting for a long time for rail rapid transit service to reach them. They should be satisfied soon because the Washington Metro board of directors has set the date for the beginning of service on the detached northeastern segment of the Green Line. December 11, 1993, is the planned date for tying in stations such as Greenbelt, College Park/University of Maryland; Prince Georges Plaza and West Hyattsville to Fort Totten on the Red Line.

The Greenbelt extension at 7.97 miles is the longest of the unopened segments of the planned 103-mile Metrorail system in the nation's capital. This part of the Green Line will not at first be connected to the center city or to the southeastern Green Line segment. Passengers will shuttle back and forth between Greenbelt and Fort Totten and then take the Red Line on to their destinations.

WILLIAM VIEKMAN

**TROLLEYS IN TUCSON** made a comeback on April 17, 1993. Operating on a mile of street trackage that had long been buried beneath pavement, restored Pacific Electric Birney No.10 trundled along ahead of 1953 Japanese double-trucked trolley 255. The cars are handling capacity crowds on weekends.


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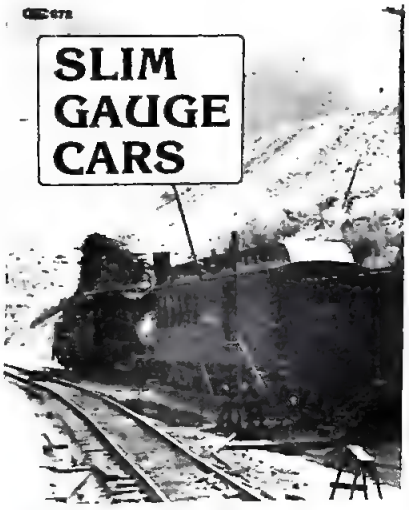


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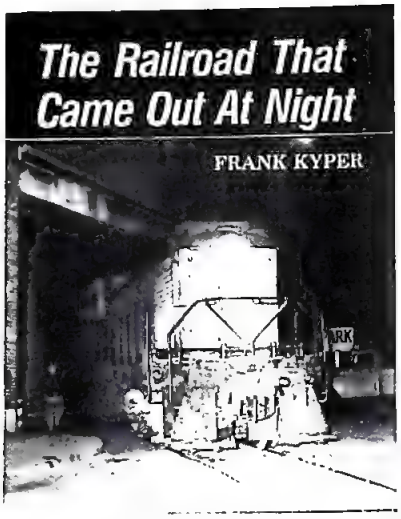


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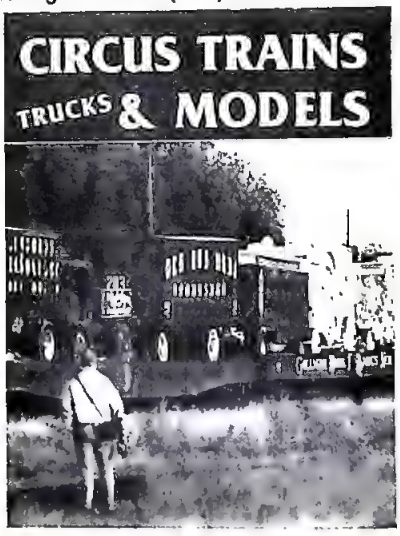


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The Green Line [illegible] in the District will [illegible] completed [illegible] 1999. Thanks to Marie J. Zych for the news.

**Flashes**

March 29, 1993, saw the final run of the diesel-powered push-pull train that the Northern Indiana Commuter District's **SOUTH SHORE LINE** had used since 1985; all South Shore commuter service is now electric. NICTD had leased the Metra locomotive and six bi-level gallery cars in 1985 after a head-on collision at Gary knocked a number of South Shore cars out of service, two of them permanently. Steadily increasing ridership and a shortfall of equipment led to the dollar-a-year lease arrangement with Metra. Metra is to be commended for its fine cooperation in this matter. Oh, yes, the reason the diesel train was returned to Metra is that all 17 of the new South Shore Line commuter railcars are in service at the present time. While on the South Shore subject, twelve miles of rail between Michigan City and South Bend will be welded during the 1993 construction season. Work on the catenary will also be done at selected locations.

The money that **HOUSTON TAXPAYERS** kick in for mass transit in Houston is being raided. Mayor Lanier wants to tap into the fund in order to build sidewalks, improve drainage and install street lights and bike trails. Up to now, such capital improvements could only be carried out on streets that were served by buses. It appears that the Texas General Assembly will give Lanier what he wants, which means less money applied for transit use. Thanks to Tom Ruffin for the news.

**DAVID V. NOGAR**, who has been serving as chief of operations for the Metro Link light rail service now abuilding in St. Louis, has a new job in Baltimore as director of the Maryland Rail Commuter (MARC) system.

**ORANGE COUNTY** commuters in southern California are hacked because when they come in on their commuter trains they can't get a free transfer to the Red Line, as do the people riding on the Metrolink commuter rail lines. The problem is that Orange County train riders take Amtrak rather than Metrolink. Since there are 400 Orange County commuter riders, we're talking about more than a few folks. Apparently, the situation is likely to have been resolved by the time you read this. Thanks to Douglas I. Duncan for the news.

Al Agovino, Jr., writes from New York that the **METRO-NORTH** Commuter Railroad is planning to extend the present Harlem line from Dover Plains, its current northern terminus, to Wassaic, which is about five miles further north. Evidently there is some double tracking to be involved in the service extension, plus other improvements such as high-level platforms.

Spring and summer is a time of working on the roads and tracks, and 1993 is no exception. The **LONG ISLAND RAIL ROAD** interrupted its off-peak and mid-day services between Huntington and Port Jefferson for a nine-week stay beginning March 15. Buses were provided for customers traveling between the stations. Thanks to Bill Fennelly for the news.


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# Railnews

**AMTRAK's X2000** On the evening of Sunday, May 30, 1993, Amtrak's X2000 test train arrived Orlando, Florida. On Memorial Day, May 31, quite a crowd gathered at Orlando's beautiful Spanish style station (page 4); up to 2500 people stood in line for more than an hour to tour the inside of the Swedish-built high-speed tilt train. A round trip to Lakeland was made on Tuesday, June 1, for officials and dignitaries. The trip went smoothly, even if at speeds of only the 79-m.p.h. limit. Some riders had fears of getting sick from the motion caused by the tilting. Their fears were unfounded, though, as the tilting action removed most of the sensation of speed. The vast majority were impressed by the ride. Two F40PHs provided propulsion and electric power for the X2000 in lieu of the overhead wire or third rail that is needed to run the Swedish train. Orlando was one of several major cities where the X2000 is stopping during its nationwide tour. It was scheduled to reach the West Coast by July. Amtrak is using the train to give major population centers a look at the kind of modern, high-speed passenger rail equipment that could help reduce highway traffic and air pollution — BRUCE A. BURTON.

**AMTRAK's AMD-103s** As announced in the August RAILNEWS, the first of Amtrak's new AMD-103 locomotives to enter service went to the *Auto Train* (page 4). Four of the GEs, 802-805, were assigned to Trains 52 and 53. During early June, they made a few trips between Lorton, Virginia, and Sanford, Florida, trailing behind F40PHs. On June 11, the *Auto Train* departed Sanford with AMD-103s 802 and 804. The train arrived Lorton on Saturday the 12th. On that afternoon, southbound Train 53 departed Lorton with AMD-103s 805 and 803. On an early run of the *Auto Train* with the AMD-103s, the leading F40PH died, and the train was operated with the F40 in the lead — off line — and only the AMD-103s running. The crews reported the two AMD-103s easily pulled the 44-car train without the F40's help. Currently, these are the only AMD-103s operating in the East. Others are currently based in Chicago — ALEX MAYES.

**METRA ELECTRIC "HIGHLINER"** During the early part of May 1993, Metra Electric m.u. car 1653, recently rebuilt by Morrison-Knudsen, was undergoing shakedown testing along with its un-rebuilt sister 1627 (page 68). Both cars are from the second batch of original Illinois Central "Highliners" which were built by Bombardier in Quebec (the first batch of Highliners was built by Pullman-Standard in St. Louis and numbered in the 1500 series). M-K is performing the rebuild work on Metra's Highliners in the old peak-roofed former Pullman plant on Chicago's south side, located just south of I-94 and east of Cottage Grove Avenue — DENNIS McNEIL.

**DULUTH, WINNIPEG & PACIFIC** In early June, 1993, DW&P SD40 5907 became the first of the road's units outshopped in the new paint scheme of Canadian parent CN North America. The unit was repainted at GTW's Battle Creek, Michigan, shops while it was in for major engine work. The CN emblem (not DW&P's) is on the nose, and classification numbers are under the road number, marking a return to days of old when all GT, CV and DW&P units wore such lettering. DW&P plans to cycle its nine other SD40s through the shop for repainting. GTW units are also being redone in CN North America paint, but so far there has been no mention of CV units being done — CHARLIE SHANNON.

**GATEWAY EASTERN GP38 2000** When Gateway Western's ex-Conrail GP38 2029 was repainted and numbered 2000 in December 1992, it only had the word GATEWAY on the long hood (page 4, April '93 R&R), leading many observers to conclude that the railroad simply hadn't finished the lettering job. The truth was, GWWR, which operates the former CM&W (nee-GM&O) line between Springfield, Illinois, and Kansas City was simply holding the 2000 aside for a new operation based at East St. Louis. Appropriately, the full name Gateway Eastern has been applied to the unit (page 68) and to the new operating division of GWWR where the 2000 is assigned.

***THE* LAST TRAINS ON THE OC&E** In the January 1992 R&R, the coverage of the "last train" on the Oregon, California & Eastern should have read the "last *OC&E* train," as Southern Pacific has been running scrap trains on the former logging road near Klamath Falls, Oregon, as recent as May 1993. The OC&E was abandoned late in 1991, and in 1992, A&K Railroad Materials acquired salvage rights from Weyerhaeuser and began dismantling the Weyerhaeuser Woods Line and the east end of the OC&E. The salvaged materials were moved by truck to the large former log sort yard at Sycan Shop. Since November 1992, SP has operated trains sporadically between Klamath Falls and Sycan, moving gondolas for hauling salvage rails and other metal track components. SP crews were issued a special bulletin outlining safety procedures on the OC&E trackage. Because the line is not signaled or divided into DTC blocks and is not within yard limits, SP crews departing Klamath Falls were instructed to "place a red flag behind them between the rails, which will prevent any following movement, and pick up their flag on return to Klamath Falls Yard." Also, with crossing gates no longer operating and some crossbuck signs missing, crews have had to stop and provide flag protection at all OC&E grade crossings.

As of late May 1993, A&K had removed the entire Woods Line and the OC&E line to Bly east of the junction switch to Sycan. Dry weather in 1992 and severe winter snows have delayed the overall salvage operation. A representative of A&K estimates that three more trains of material are left at Sycan. Once this material is moved, the remainder of the OC&E will be torn up and hauled by trucks into Klamath Falls for loading into rail cars. *The* last train should operate sometime this summer — GREG BROWN.

***THE* LAST CHEHALIS WESTERN TRAIN?** Another of those Northwest logging railroads that seems unwilling to die is the Chehalis Western, which ceased revenue log hauling operations near Tacoma, Washington, in July 1992 (August 1992 R&R). On September 2, 1992, CWWR C415 684 shuttled three empty company cars from Tacoma's Tideflats Yards to the Chehalis Western engine facility at Western Junction (January 1993 RAILNEWS). It was said to be the railroad's last train — but apparently not for long.

On May 18, 1993, CWWR GP38-2s 817 and 818 led 80 empty log cars, one covered hopper and a caboose toward UP's Tacoma Junction. The log cars will be scrapped at General Metals of Tacoma. At one point, a group of retired railroad executives in Tacoma were reportedly interested in acquiring the Chehalis Western, but at press time there were no confirmed buyers for the railroad or its locomotives.

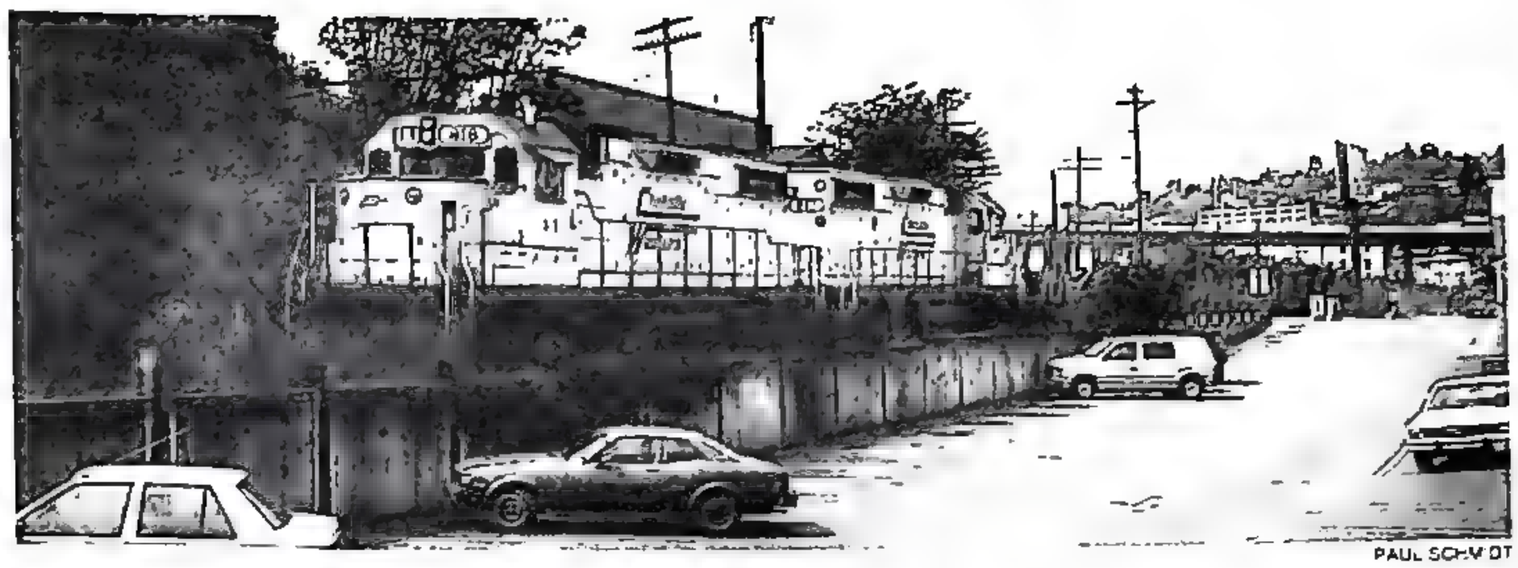
**NEW YORK CROSS HARBOR** On Saturday, June 5, 1993, approximately 100 people participated in the 2nd Annual New York Cross Harbor Railroad Railfan Day. Sponsored by Vanderbilt Transportation Associates, the NYCH presented a complete overview of their Brooklyn, N.Y., and Greenville, N.J., operations. Buses transported people from Penn Station in Manhattan to Bush Terminal, base of Cross Harbor operations. Actual revenue loading of a carfloat as well as simulated loading of a trash container with a piggy-packer crane were available for photography. Interchange and street running with the South Brooklyn Railroad provided opportunities to photograph SBRR GE 47-ton locomotives and NYCH Alco switchers together. Also featured was the unveiling of Brooklyn Eastern District Terminal Porter 0-6-0T No.16, cosmetically restored to BEDT livery. The 16 is currently undergoing restoration by the NYCH shop forces. A brief trip to Greenville, N.J., found an NYCH NW2 unloading the carfloat which had been loaded earlier in the day at Bush Terminal. Approximately 20 photographers gathered for a night photo session at Bush Terminal. Several views were offered with flash bulb lighting provided by Scott Snell and Lumedyne electronic flash lighting by Steve Barry and Kermit Geary — SCOTT SNELL.

**TAKING STOCK IN SP** Philip Anschutz is giving the public an opportunity to share ownership of Southern Pacific Rail Corporation by offering a combination of stock and debt securities in the public marketplace. Underwriters for this offering are Morgan Stanley & Company, Kidder Peabody & Company and Salomon Brothers, Inc. It is subject to approval of the Securities & Exchange Commission, which was expected to have a decision before July 1, 1993.

Southern Pacific Rail Corp. consists of the former Denver & Rio Grande, Southern Pacific Railroad and subsidiaries. The offering will add approximately $800 million to the SP till if successful.

The SP operates a 15,000-mile rail system in 15 Western states.

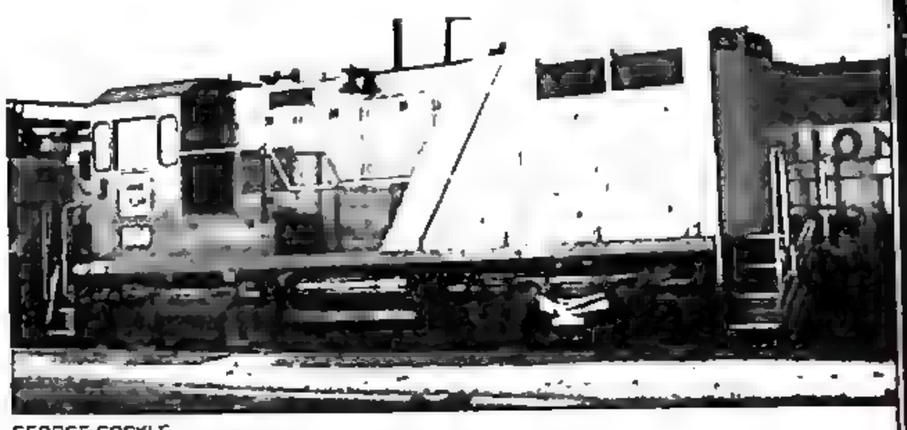
GREG BROWN



PAUL SCHMIDT

***THE* LAST TRAIN** on the Chehalis Western may have been the GP38-2s and empty log cars that entered Tacoma on May 18 (**above**). The last trains running on the abandoned OC&E have been SP scrap shipments like the one seen on May 14 (**left**) passing the East Switchback en route to Klamath Falls behind a D&RGW GP40.

**PLW 1500**, on lease to UP, was at the Council Bluffs engine service facility (**right**) on April 8.



GEORGE COCKLE

**NEW YORK CROSS HARBOR** Railfan Day on June 5 saw NYCH S1 22 and SBRR 47-tonner N1 posed together on street trackage (**right**). An historic bonus during the event was the debut of cosmetically restored BEDT 0-6-0T No.16 (**below**).

TWO PHOTOS FRANK ETZEL

The transportation lines, however, have not been profitable, and the SP has relied on the sale of real estate, transit corridors and other assets to keep afloat. The company, in fact, warns potential investors that cash flow from rail operations will be insufficient to cover costs for the next several years. In order to move toward profitable operations, the SP proposes to abandon or sell 3000 miles of track within the next year.

If the offering of 27.5 million shares at $20.00 per share is successful, Mr. Anschutz will continue to own 56% of the company, and Morgan Stanley, through a subsidiary, will own 15%. So, for $550 million the public gets to buy 29% of a money-losing railway. Unless there is some hidden value on the balance sheet of SP, let the buyer beware — WALTER APPEL.

**SO WHAT'S UP WITH EDAVILLE?** Glad you asked. In late June 1993 significant arrangements concerning the Edaville Railroad site and the two-foot gauge equipment collection were being finalized. Forty pieces of two-foot equipment have been sold by Edaville-owner George Bartholomew to Phineas Sprague, who has established a Portland-based "Maine Narrow Gauge Museum." If you recall, Mr. Sprague borrowed Edaville No.3 and a coach last fall and ran it on the Portland streets (February '93 RR, page 4). Among the pieces are steam locomotives 3, 4 and 8; diesels 1 and the inoperable 3, plus coaches, cabooses and other rolling stock. Retained by George Bartholomew is the remaining two-foot equipment, including Bridgton & Harrison 2-4-4T No.7, the parlor car *Rangeley*, diesel 2, a few coaches and a caboose, plus the standard gauge *Flying Yankee*, B&M 2-6-0 and two B&M/nee-DL&W coaches.

Back at the South Carver railroad site, the non-profit New England Historic Railroads, Inc., has been formed and is negotiating to lease the track from the Atwood estate to establish an educational, cultural and historic railroad theme park. To get started, the NEHR is working with both Bartholomew and the Maine group to lease enough equipment to run the railroad, and it is likely that Bartholomew's two-foot equipment will stay at South Carver. In its long-term plans, the NEHR is investigating other two-foot equipment from around the world (South African Garratts, maybe?).

This story is still developing, and we will report more as information becomes available. In the meantime, the non-profit NEHR can use financial assistance (donations are tax deductible). Contact: New England Historic Railroads, Inc., c/o John Temple, P.O. Box 68, 26 South Main Street, South Carver, MA 02366.

**PLW 1500** Peoria Locomotive Works rebuilt switcher 1500 is on a six-month lease to Union Pacific for testing and evaluation. For computer purposes, the locomotive is being identified as UP 1500 while on the property. The Caterpillar-powered unit is rated at 1500 h.p. The cab end is designated as "forward," and the cab itself offers excellent operator visibility, almost like a fish bowl. Crew comments on its operations have been A-plus. PLW 1500 is painted blue at the cab end and yellow at the hood end, with the two colors separated at the middle of the hood by a diagonal white band edged by narrow red and blue stripes. In early April, UP assigned the 1500 to work the Houston, Texas, area — GEORGE COCKLE.

**IRM GETS STEAM TRIPLETS** In 1993 the Illinois Railway Museum recently obtained or is finally taking possession of three significant steam locomotives. After four years of preparation work and expense, C&O Kanawha (2-8-4) 2707 in Cleveland, owned by IRM for quite a while, was finally moved to IRM in Union, Ill.

The second acquisition is Southern Pacific/T&NO 2-10-2 975, which was purchased from the City of Beaumont, Texas, in Decem-

ber 1992 with the provision that it be removed from Central Park in less than 90 days — SP had donated the 1918 Alco/Brooks F-1 to the City of Beaumont in 1957. IRM volunteers spend their Christmas holidays in Texas preparing 975, and after $14,000 of expense it was moved by truck to the SP to be prepared for shipment to Illinois.

The third acquisition is Georgia Northern 4-6-0 102, formerly owned by Chicago-area steam devotee Dick Jensen. The Ten-Wheeler arrived at the Museum in kit form on a flat car. It was donated to IRM by Jensen's estate, but the Museum had to pay five years' storage on the locomotive which had been left on a private siding without authorization. Jensen stripped the 102 of nearly every component, and the IRM "steam team" is hoping to find the parts. IRM says that the 102 will likely be held for trade as the museum already has a Ten-Wheeler in considerably better shape.

At least one newsletter published a report that IRM is getting the Santa Fe 4-8-4 2903, residing outdoors at the Museum of Science & Industry in Chicago which no longer wants it. The truth is that there have been some discussions about bringing 2903 to IRM, but that's it. Nothing is firm or final. (S'pose IRM is also negotiating for 2903's companion U-505 so it can become the first railroad museum with a *real* U-boat?)

The Illinois Railway Museum is located roughly 40 miles west of Chicago, and with its large collection of steam, diesel, traction and bus equipment it has been regarded as the largest operating railroad museum in the world.

**"D&H" FA 15** The Cuyahoga Valley Line completed the repaint of their leased FPA4 into the Delaware & Hudson's "bluebonnet" livery in time to begin the 1993 season. The maiden run of the "little PA" took place on May 29, 1993 (page 74), and the 15 is expected to be the regular power on CVL trains throughout the year. The CVL is leasing the FPA4, former-Western Maryland Scenic 305, nee-VIA/CN 6771, from Gary Baloun's Sheridan Rail.

The re-creation of the D&H PA livery happened quite by circumstance, especially considering that several years ago the CVL board of trustees had chosen wine and red as the official colors. When the non-CVL-owned 2-8-2 4070 and P70 coaches succumbed to their mechanical and political woes, CVL purchased former-D&H RS3 4099 in its lightning stripe livery and then painted the newly acquired smooth-side passenger cars in a D&H-like livery to match. In recent years the RS3 has been mechanically troubled, and various other units had been leased short-term as back-up. During this past winter the wheel and traction motor work was completed on 4099, and it then developed problems with its as-built Model 244 prime mover which aren't easily repairable.

The search for a replacement locomotive resulted in WM Scenic FPA4 305, which was delivered to CVL in its WM fireball livery (August '93 R&R, page 4). The railroaders wanted to paint the locomotive to match the train, and the D&H "bluebonnet" was a natural. The idea met with skepticism at first, but the finished product is striking, indeed, and at the glance the FA looks like a PA. The D&H colors were actually blue and silver, and CVL chose to use gray which they felt would weather better and more closely match the train. And since the FPA4 is a physically smaller unit the a PA, the CVL chose the next number *lower* than the D&H PAs (16-19). The unit is lettered CVL, and its first runs have been a great success: "We haven't seen this many chasers since the steam engine left."

However, there is a catch. The recently quiet Board of Trustees has announced to the CVL employees its displeasure that the locomotive was painted blue and gray without proper authority and that it wishes to repaint the cars and locomotive into the wine and red corporate colors. Meetings on the subject were commencing at press time. With no operable locomotive to fill in for the 15, it is unlikely that any repainting can be done before the end of the 1993 season. So don't miss an opportunity to see this matched *Laurentian*-like consist — it may be short lived with little notice. Hopefully, the increased ridership will convince CVL management that recreated paint schemes do draw riders to tourist lines and that a new livery every couple of years would be a very smart marketing move (how about a local-road Nickel Plate "bluebird" trainset next?). The CVL has a rare opportunity here.

The CVL operates 50-mile round trips through the scenic Cuyahoga Valley National Recreation Area between Cleveland and Akron. The tracks are owned by the NPS, and CVL owns and operates the equipment. Trains run on Wednesdays and weekends between Memorial Day and the end of the fall foliage. To inquire about tickets or the consist call the CVL toll-free at 800/468-4070.

**FORMER TRONA BALDWINS** The next chapter in the life of the Trona Railroad Baldwin AS616 road switchers began on May 23, 1993, when all three arrived at their new home in the Port of Muskogee, Oklahoma, in UP train PSFW (Parsons-Fort Worth). All three, 52-54, were purchased by Johnston Terminals for use on their port-side trackage where they will join JT's Baldwin S12 switcher "007." The 52 was the first to enter service, on May 25th, and the 54 followed soon after. The 53 will be used as a parts source for the other two. Painting the former-Trona units began on June 10, 1993 (page 74). They got JT's new blue livery with white carbody stripe and ends — JT's S12 was previously painted solid blue (May '93 R&R, page 4). At press time there were no plans to renumber the units. Much of the Johnston Terminals property is visible from public property, and JT prefers that visitors sign a release — DAVID SMITH.

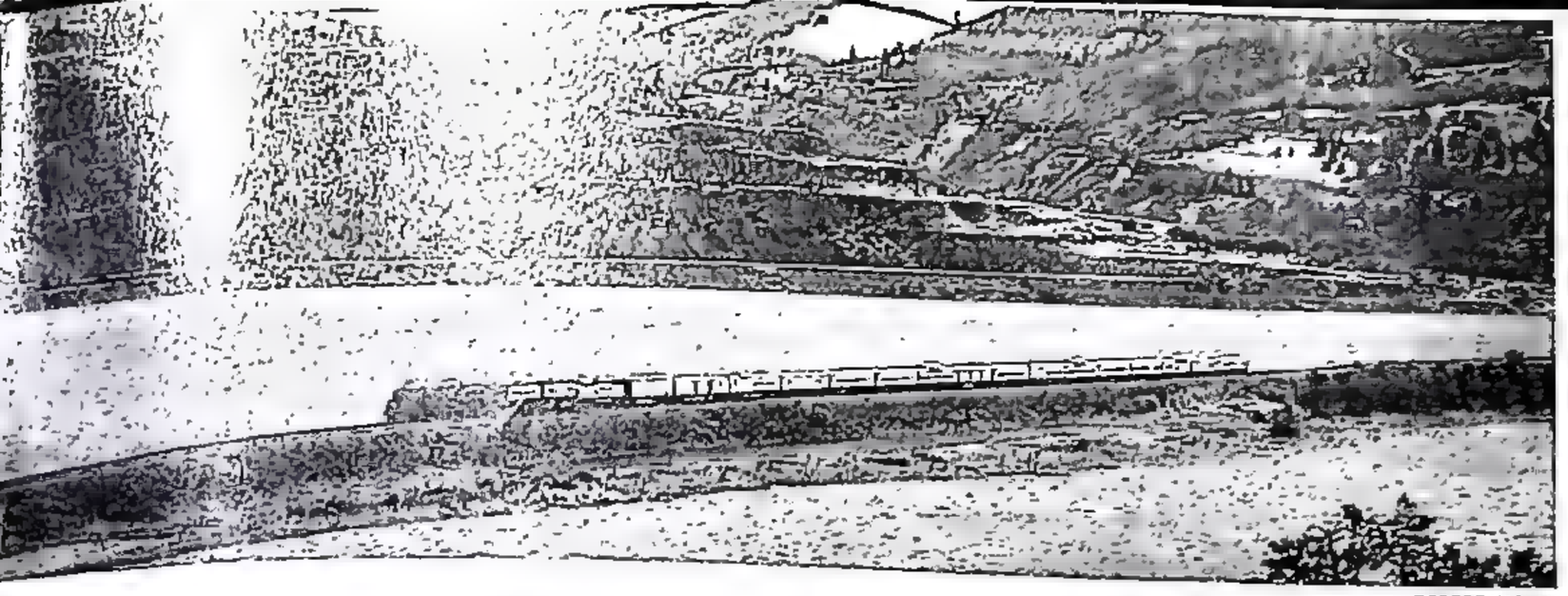
**ORENSTEIN & KOPPEL 0-8-0 99 3361** May 31, 1993, marked the first steam-up of Orenstein & Koppel 600mm (two-foot) gauge 0-8-0 99 3361 at the LaPorte County Historical Steam Society in Hesston, Indiana (page 68). Since its restoration in 1991, the locomotive had been stored awaiting the completion of its tender. Scott and Tanya Johnson led the restoration project, which began in 1987.

The 0-8-0 was built in 1938 for the Mecklenburg Railway in Germany, and it ran passenger and freight from Berlin to the Baltic Sea until 1968, when it was exported to California. In 1985, LCHSS suffered a fire and was offered a group of 600mm gauge locomotives. Included were a Jung 0-6-2T and Henschel 0-4-0T, also German built, plus a Czechoslovakian Koblen Danak CSK 0-4-0. The Czech locomotive, built circa 1938, had never been under steam and therefore arrived Hesston in brand new condition. It was put into service in 1986. LCHSS operates its steam equipment at the Hesston Steam Museum (2½ miles east of State Route 39 on County Road 1000N) on weekends from Memorial Day through Labor Day — KEN HOUGH.

**UP's *OREGON TRAIL SPECIAL*** During late May and early June 1993, Union Pacific Challenger 3985 powered the *Oregon Trail Special* round trip excursion between Salt Lake City and Portland to help celebrate the 150th anniversary of the Oregon Trail as well as the 50th anniversary of the 3985. An SD60M accompanied the 4-6-6-4 most of the way for dynamic braking and additional horsepower. On the westbound leg, the steam train met a recreated pioneer wagon train near King Hill, Idaho. The *Oregon Trail Special* arrived Portland on June 3, and during June 5-6 it made a round trip to Bend, Oregon, as the *"Portland Rose/Deschutes River Special."* During the June 5 run to Bend, the 3985's train met another UP special powered by DDA40X 6936 along the Columbia River at Rowena, Oregon. The 6936 later teamed up with the Challenger for the June 12 departure from Portland east to Salt Lake City, marking the first time that the world's largest operating steam and diesel locomotives ever doubleheaded a train together.

Hal Lewis of the Pacific Limited Group, which sponsored the *Oregon Trail Special*, says the journey went well. He feels one of the best photo runby locations was the famous horseshoe curve east of the Blue Mountains between Oxman and Durkee, Oregon. On the westbound trip, photographers were unloaded on the uphill side of the curve, Steve Lee backed the train east toward Durkee, then brought the Challenger storming up the 2.2% grade around the horseshoe. Eastbound, a similar runby was made at the curve, with the diesel helper in dynamic braking so the 3985 could put on a show coming *down* the hill. A local rancher even opened his gate to allow photographers to set up on his property. Hal adds that the Bend trip, which the Pacific Limited Group co-sponsored with the Northwest Rail Museum, was a complete sell-out.

**NEVADA NORTHERN 2-8-0 No.93** As promised, new for 1993 on the Nevada Northern is the operation of 2-8-0 93, built for the Nevada Northern in 1909 by Alco/Pittsburg. The restoration of the 93 culminates over two years and 5000 volunteer man-hours. The 93 will alternate duty with NN's famous mainstay 4-6-0 No.40.



ROBERT KAPLAN

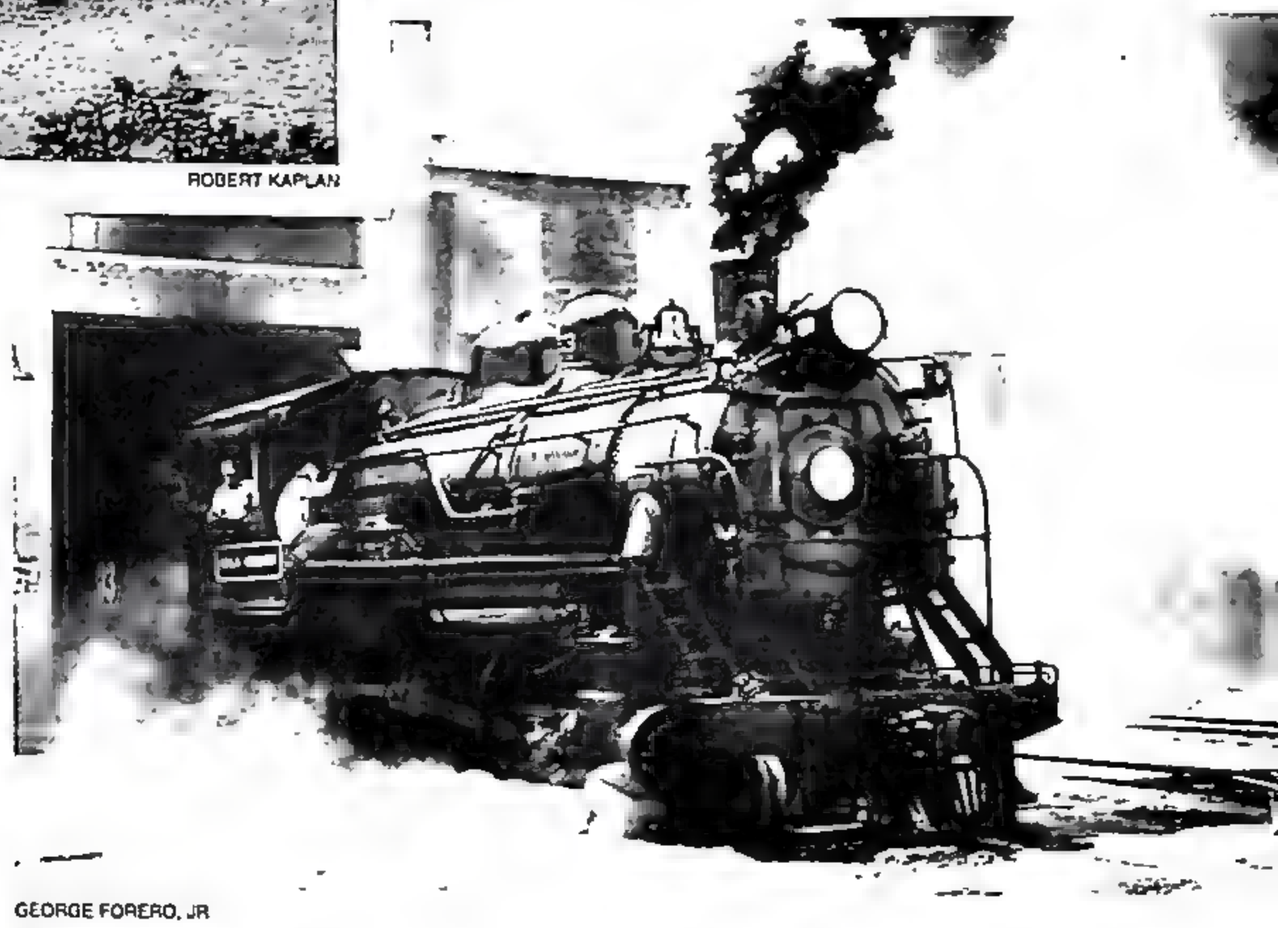
**UP's *OREGON TRAIN SPECIAL*** celebrated the 150th anniversary of the Oregon Trail with a round trip from Salt Lake City to Portland during May and June. On the final leg into Portland, 4-6-6-4 3985 and an SD60M led the special west along the Columbia River at Rowena, Oregon. BN's ex-SP&S main is visible across the river. During its Portland visit, the Challenger and train made a separate trip to Bend, Oregon, via the Deschutes River Canyon.

DELMAR H NKLEY

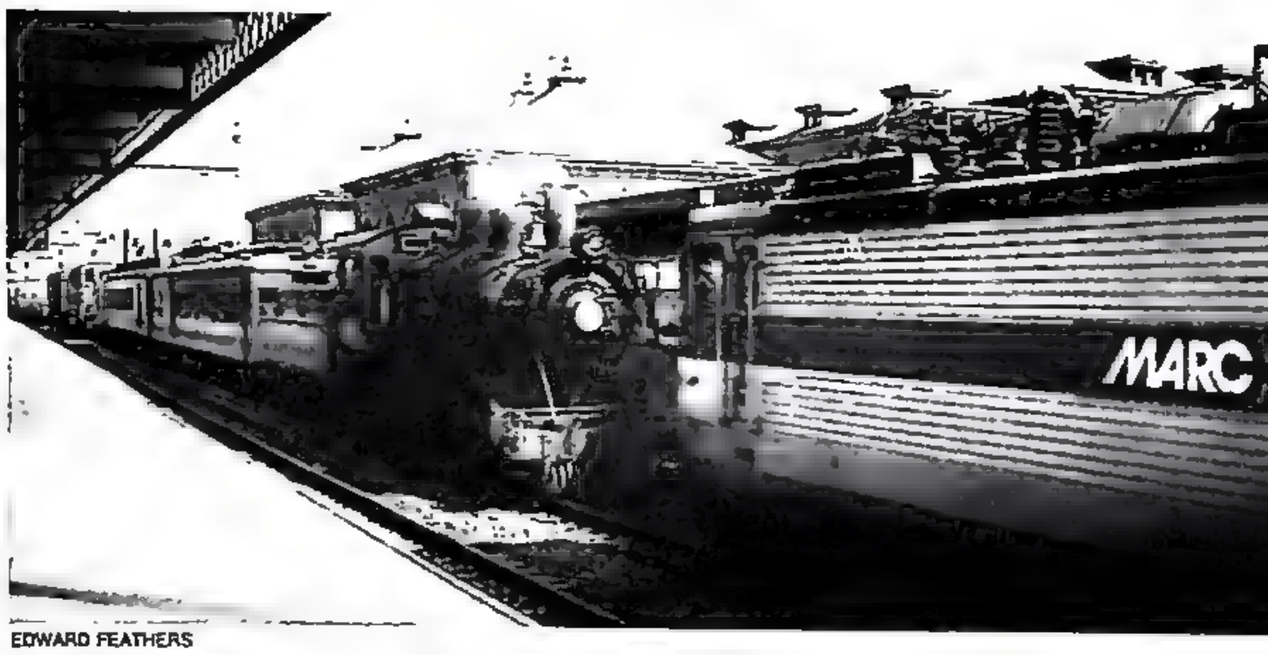
**THE *"EASTERN EXPRESS II"*** made rare daytime trips on the Canadian Atlantic Railway. On May 29, D&H GP38-2 7304 and CP Rail System SD40-2 6034 led the special across the Ship Stream Pond bridge at Onawa, Maine.

**THE DELAWARE TRANSPORTATION FESTIVAL** held at Amtrak's Wilmington station on May 15 featured Wilmington & Western's ex-Mississippi Central 4-4-0 No.98 under steam (**right**), seen facing off with a MARC AEM7.

**NEVADA NORTHERN 2-8-0 No.93** has been restored to operating condition at the Nevada Northern Railway Museum in Ely. On May 30 it was steamed up and moved out of the Ely shop building (**below**) to power the 1:00 p.m. train to Keystone. The Nevada Northern tourist operation will be alternating use of the 93 and 4-6-0 No.40.



GEORGE FORERO, JR




EDWARD FEATHERS

The Nevada Northern tourist line is based in East Ely, Nevada, and it operates 90-minute round trips over two routes through historic Steptoe Valley in the northern part of the state. Contrary to its listing in the *Steam Passenger Service Directory*, the all-volunteer NN will operate in 1993 only on weekends through the end of September. For up-to-date details call 702/289-2085.

**THE DELAWARE TRANSPORTATION FESTIVAL** Live steam made a very rare appearance on the Northeast Corridor on Saturday, May 15, 1993, during the annual Delaware Transportation Festival held at Amtrak's Wilmington station. Wilmington & Western brought a variety of historic equipment pulled by former-Mississippi Central 4-4-0 98, the only operational non-replica American-type in the East. Other W&W equipment included their PRR doodlebug 4662, former-Lackawanna Boonton combine 410 (equipped as a gift shop) and B&O wooden caboose C2013. Other participating railroads included MARC, which offered AEM7-powered round trips to Marcus Hook, Amtrak (an AEM7 and Amfleet coach) and Conrail (SD60M 5533 and their Safety Committee theater boxcar). Their were over 15 displays in the parking lots, free river cruises and operation of the Wilmington Fire Boat. The festival was a huge success, and plans are under way for next year — EDWARD J. FEATHERS.

**THE *"EASTERN EXPRESS II"*** If you look at a map of Maine, you will see that the Canadian Atlantic Railway (formerly Canadian Pacific) traverses mostly what appears to be wilderness with few roads or towns. It really is just that way. To see mile after mile of just woods, streams, swamps, lakes and ponds without built-up areas intruding is most refreshing. You can't see much of this country on your own because VIA Rail's three-times-a-week passenger service runs mostly after dark. However, a rare opportunity to see a lot of the CAR in daylight was provided by Portland, Maine's, 470 Railroad Club on May 29 and 30, 1993. On those days, the 470 Club ran the *"Eastern Express II"* on the up-for-abandonment CAR from Brownville Junction, Maine, first in a westerly direction to a point a few miles west of Ship Stream Pond trestle at remote Onawa. The train then ran east for a photo runby at the trestle, returned to Brownville Junction and then continued east to Saint John, New Brunswick, where it arrived on Saturday evening. Overnight accommodations were provided, then the train returned west on Sunday the 30th to Brownville Junction. Photo runbys at various locations were staged on both days. The runby on Sunday morning at the bridge over the Reversing Falls in Saint John was spectacular. The weather both days was strictly "grunge" with heavy clouds and light but almost continuous rain.

Motive power was Canadian Pacific SD40-2 6034 in the new System paint scheme and Delaware & Hudson GP38-2 7304 in the lightning stripe scheme. Passenger equipment was three ex-Lackawanna commuter coaches from the Lamoille Valley; CAR caboose *Saint John* was included for the crew.

The trip covered 229 miles on Saturday and 189 miles on Sunday. A sticking brake on one of the coaches caused a short delay on Saturday at Brownville Junction, but all schedules were maintained anyway throughout the weekend. One of the treats of the trip was the arrival of the eastbound VIA *Atlantic* on time on Sunday morning at Saint John while the excursion train was waiting to enter the station. The *Eastern Express* backed into the station immediately after the *Atlantic* left for Halifax and then departed for the return trip to Brownville Junction right on time.

The track and lineside equipment on the Canadian Atlantic appear to be in good to excellent shape and do not look at all like a railroad that is about to go out of business — GENE MILGRAM.

# Growing up in

PHOTOGRAPHY, TED BENSON

"Power!" You couldn't escape the gigantic diesel locomotive spilling out of the middle of the April 1966 issue of *Trains* magazine. "3600 h.p. SD-45 opens a whole new range of locomotive capability," General Motors proudly proclaimed. The 20-cylinder, six-axle/six-motor unit would "run like a race horse and drag like a mule" ... a single motive power tool that could take on the full gamut of main line service demands with "economy, productivity and speed never before matched." Space age technology and computer design were part of the promotion. Three years and a million miles of testing had come down to this: a locomotive promising less maintenance and lower fuel consumption along with "new dimensions in unit reduction" where two SD-45s would "do the work of five 1500-h.p. units in high speed operation." Hustle and muscle indeed!

But you didn't have to be a high school graduate (and I wasn't) to figure out what the SD-45 meant to the first generation power I'd grown to revere in my first twelve years of formal education. *Trains* Editor David P. Morgan was preparing to toast the fast-fading F-unit while Dave Ingles penned paens to Alco's PAs. Dick Steinheimer had already provided a painful retirement study of Southern Pacific F3 6153 in the August 1965 *Trains*. "Tomorrow belongs to the new generation already crowding the other tracks at the Roseville enginehouse," Stein concluded. In 1966, SP's tomorrows belonged to SD-45s. They were the diesels I'd grow up with.

And I hated them.

## Even in the Steam Era

No one has ever accused railfans of being completely rational, particularly when it comes to drastic change in one's personal comfort zone. We look at life like Peter Pan, no matter how old we are. As my own juvenile sphere of experience grew, it came as a surprise to find mentors like Guy Dunscomb and Jim Boynton sharing my disdain for new locomotives. Guy and Jim had both suffered similar pangs of youthful despair. The object of their disenchantment? SP's AC-7 class 4-8-8-2s of 1937! I could understand a steam fan's hatred for my own beloved F-units, but the AC-7 Cab-Forwards? The classics from Baldwin that introduced streamlined cabs and created the look of the system's last 143 steam engines? How could a steam fan hate steam?

Easy. The new ACs triggered the retirement of all the neat old stuff Guy and Jim had grown up with during the Depression — geriatric steamers long past their prime but still in service because they worked and SP couldn't afford to replace them. For Guy and Jim, the new ACs provided a steam fan's version of "unit reduction."

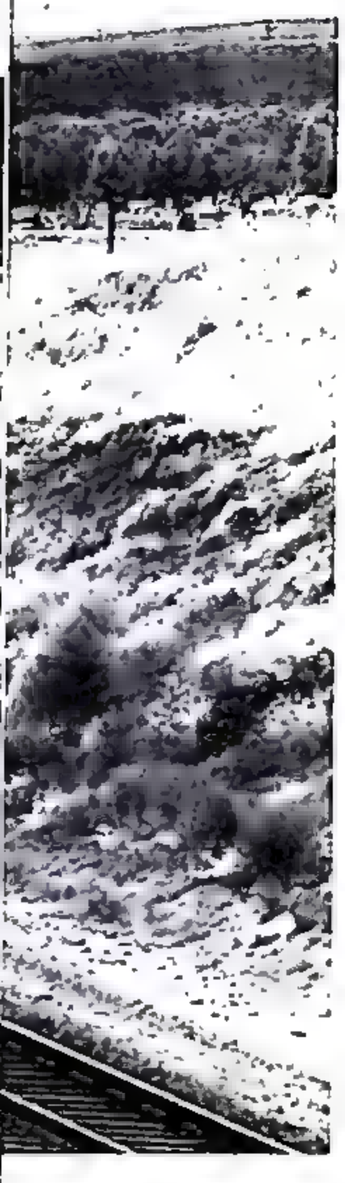
AC-7s and SD-45s were living proof that all railfans had to leave their childhood behind. There was no generation gap when it came to our respective icons of innocence. New power and new ways of doing business meant we couldn't go home anymore.

## Variety in the valley

Home for Guy Dunscomb and me was (and still is) Modesto, California, in the heart of the great central valley. For SP, the valley is 400 miles of gradeless running where tonnage ratings soar and just about any kind of power can get a train over the road. The valley's tabletop profile kept steam here until the final hours of 1956, giving a kid my age a chance to form a few faint memories of Moguls, Mikes and Mallets before the fires were dropped. The *San Joaquin Daylight* stayed steam until my eighth birthday, creating a lasting impression

# the Age of The SD45

**by Ted Benson**



A thin scud of cloud rises over the twin strands of steel west of Sand Cut, California, welcome relief from the hot summer sun descending upon Bakersfield. Far down the horizon, where the two main lines become one, a headlight crawls up out of the heat. There's one train left to photograph in the dying minutes of this memorable June Sunday in 1992 — Southern Pacific's "Oil Cans," the Tehachapi unit train lugging Kern River crude to refineries in the Los Angeles basin. Given the scenario of murky light, black tank cars and filthy motive power, it's a train I'd probably pass up any other day. But this isn't any other day, and the diesel on the point isn't just any locomotive. It's one SD45 I've wanted to photograph for a long, long time.

Think of it — an SD45!

There was a time when I hated them all.

of skirtless 4-8-4s in basic black and silver. I remember well my disgust when the first tiger-striped Alco S6 ran our last 2-6-0 switcher out of town. Yeh, I hated that Alco, too.

But diesel's first decade earned a life-long admirer about as fast as it took to ram a 567 into Run 8. By 1960, the *Daylight* connoted Ed Tyner shotgunning a trio of "Black Widow" Fs out of town while an unceasing parade of similarly-attired GP9s reigned supreme on road freight. SP's switch to Lark Gray and scarlet paint was the only real trauma of the time, and strangely enough, I liked the stuff — at least in the beginning. Life only got more interesting as I acquired my first serious plastic snapshot camera in the *American Graffiti* summer of 1962. A few SD7s and SD9s slipped into the mix, along with the rare Baldwin road switcher. I went to work for my dad that fall at the just-legal age of 14, working Saturdays as a switchboard operator and cashier at the local Ford dealer with a ringside seat on the SP main line a half block away. My notebook went to work with me, too, along with the Kodak Super 27 and the latest issues of *Trains, Railroad* and the odd model magazine. By the Beatle summer of 1964 I was noting the arrival of SP's new Krauss-Maffei hood units — hideous beasts only a mother could love — along with newly-displaced K-M cab units in SP gray and elegant Rio Grande gold and silver. A new generation was coming — that was made brutally obvious the day the Alco C628 demonstrators blew past the window — but we didn't really mind. You never knew what exotic locomotive you'd see next. Variety was the key. The last thing you wanted was a wave of standardization, especially if it meant SD-45s.

I saw my first SD-45 on Saturday, October 15, 1966: SP 8822, all by herself on the third section of Number 375, the hot *Starpacer* merchandiser that connected L.A. with the Pacific Northwest. A number of SD-40s had already made their appearance on the *'Pacers*, and it wasn't until April 1967 that I noted the passage of another SD-45. I still "hated" the big V-20 units, but my venom was being misspent. The arrival of EMD's "Six-Forty-Five" line had *not* brought

**SOUTHERN PACIFICS 8800,** built in 1966, was the company's first SD45 and the beginning of a 619-unit fleet with 20-cylinder engines. On December 9, 1973, the 8800 was just another SD45 as it awaited call on the servicing tracks at Sparks, Nevada, for duty over Donner Pass. Both the 8800 and sister 8932 survived the SD45E rebuild programs, becoming 7457 and 7471 in the process. On June 28, 1992, the enduring pioneer (**opposite**) was leading the "Oil Cans" out of Bakersfield, Cal., toward Sand Cut at sundown. Ted Benson expressed his feelings in the lines above.

the immediate end of SP's Modesto diesel show. In fact, the new SDs only insured local diversity as they banished older power from main line haunts like Tehachapi and Donner Pass.

Case in point: Saturday, May 11, 1968. In my nine hours answering phones and making change for Henry Ford, SP sent 18 trains through town. Six had straight freight F7s on the point. Another three were led by rebuilt F9Ms in the T&NO 600 series. Three Alco 628s came by, on the point or in consist, while a lone C630 took a train of Eugene lumber empties west. The east peddler had a GP9 (one of two that passed that day), but the west local had Alco RS32 4009 in charge. Modesto's switcher was Alco S4 1835, a welcome break from the still-despised S6. The hydraulics were on their way out, but we had K-M hood 9120 go by in consist, followed later by Alco-"haulic" 9150.

SD-45s? The 8813 went west on a morning fruit block (trailed by an F7B and C628), and the 8811 showed up later as a trailing unit. The *Daylights* had fallen to the scourge of SDP-45s (3200 on No.51 and 3205 on No.52), but the arrival of the SDPs only meant we'd see FP7As reassigned to freight. Four DF12s (the SP's old classification for FP7As) came by this day, highlighted by the *Starpacer* behind 6451 and a pair of F7Bs. EMD's big V-20 units were outgunned 33-to-4 during this nine hour period, yet I "hated" them because they made the local scene so "boring." Was it me, or is *every* railfan this big a jerk at age 19?

## Expanding horizons

My attitude hadn't changed a lot by the time I graduated from San Jose State College in June 1970. Espee's roster of SD-45s numbered 356 units by then, and while my horizons had greatly expanded, every opportunity was taken to ignore SD-45s. I'd made a grudging peace with the SDPs, but that was only in light of their passenger assignments. For "First-Class" (with a capital "F") photos, we turned to the *California Zephyr* and *San Francisco Chief*. As far as SP went, you had to be a fool to ignore the Fairbanks-Morse Train Masters storming up and down the Peninsula in San Francisco-San Jose commute service. SDPs? They were fine ... when you had nothing better to shoot.

It took the end of six years of SD-45 production and removal of the hyphen to EMD's Dash-2 series for me to seriously turn my cameras toward the muscle machines. In a sense, the golden age of the "pure" SD45 was already gone. By the time wife Liz and I made our first exploration of the Tehachapi Mountains in March 1972, month-old SD45T-2s were snarling around the Loop. Our first train chase out of Bakersfield on March 20 was a classic: eastbound SP tonnage behind a trio of battle-scarred SD9s and couple of newer six-axle units pausing at Bena to add a cutting-edge rear helper of Tunnel Motor 9180 and SD45X 9501. Yesterday and tomorrow on the Tehachapi grade and nary a "Flare 45" in sight! But the big V-20 originals made their presence known by Walong, and before the week was done, we'd seen five of the six existing variations on 3600 h.p. (SD45, SDP45, F45, FP45 and SD45X; Santa Fe's new SD45-2s wouldn't leave La Grange for another two months). I kicked myself for not getting down earlier to savor SDP45s on

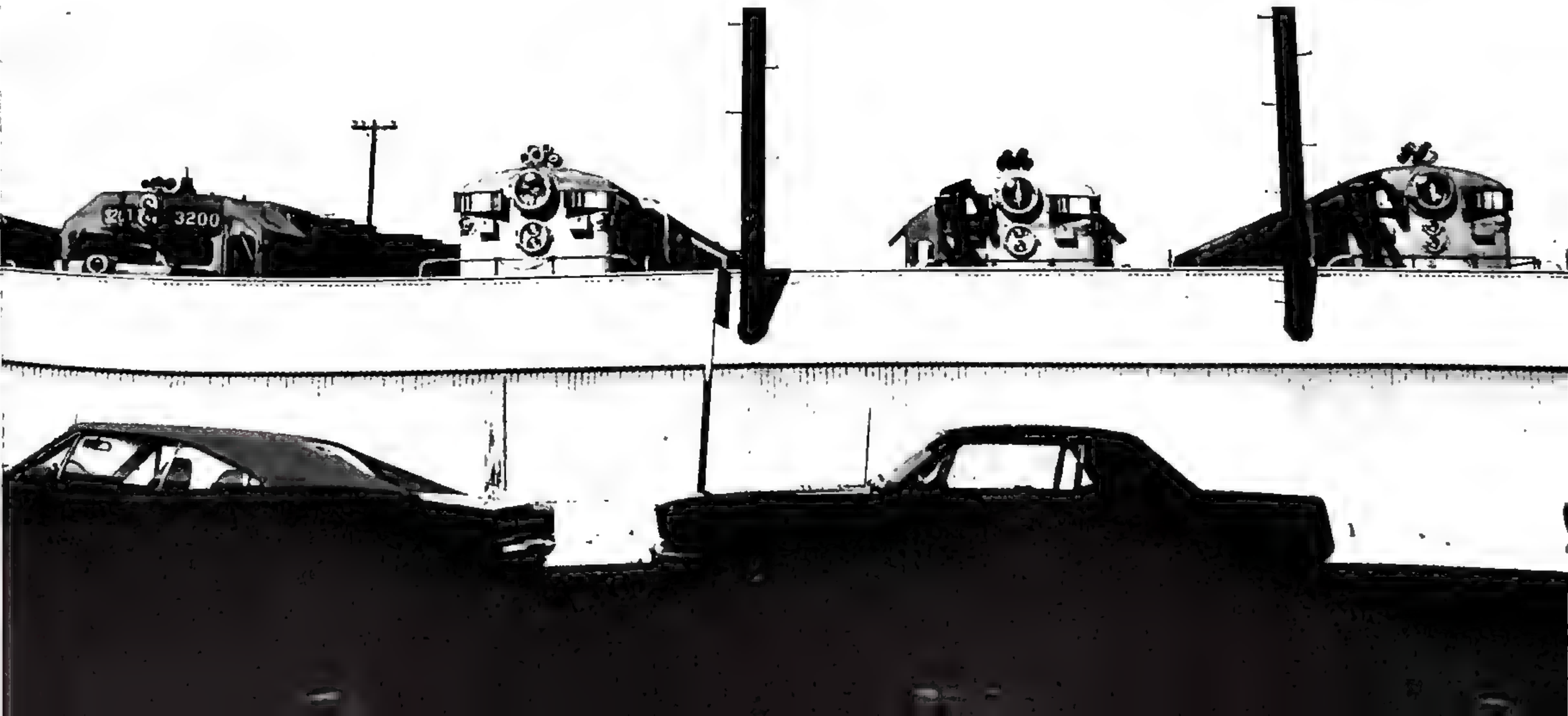
th[illegible]*aylights* and [illegible]arbonnet FP45s on the *Chief*, but reduced to freight-only, Tehachapi was still an incredible show. Santa Fe's angular cowl units made a solid impression, lending an air of elegance to Chico's classy "dress blue." By the time we reached Mojave, we were hooked. Tehachapi became a creative staple for the next 20 years.

April 23, 1972, brought the year's second serious pursuit of passenger trains over Donner Pass, ritualizing an endeavor that lasted as long as first-generation power ruled Amtrak service. This day's target was a Sacramento-Reno round trip behind a gleaming quartet of SP F-units months away from purchase by NRPC. Our joy beholding the wagons basking in the River City (Sacramento) dawn turned to frustration 16 miles later with the addition of helper 9019 at Roseville. Screwed by an SD45! Swallowing disappointment with resolve, we elected to make the best of the travesty by learning some new locations on the Hill. If a shot didn't work, what the hell — you could afford to take chances with an SD45. Best of all, the layover hours in Reno were spent chasing shiny new UP SD40s through the Truckee River Canyon to Fernley, discovering there really *was* life beyond Reno. In the process, Nevada began to emerge as a vast untapped source of inspiration.

## BN in Milwaukee country

But all of this was mere prelude to one of my career's transcendent experiences: a three-week, four-state, 4000-mile blowout in July 1972 that broke the provincial chains once and for all. Freedom was fresh film in the Nikons, a full tank of gas in our Ford Maverick and Modesto, California, in the rear view mirror. Liz and I were off to find the holy grail — Milwaukee Road's fabled electrics (complete with the blessing and

**TEN BOILER-EQUIPPED SDP45s** were bought by SP in 1967 to replace road-weary covered wagons on long-haul passenger trains, such as No.99, the *Coast Daylight*, here departing San Jose for San Francisco behind 3204 on April 25, 1969. Muscle cars and muscle motors shared the scene (**below**) along the wall at San Francisco's 7th & Townsend diesel facility on April 2, 1973. SDP45 3200 was bumped by Amtrak in 1971 to Peninsula commute service alongside the enduring FM Train Masters. Seeking a classic view of F-units at Norden, Benson was "screwed by an SD45" point helper (**opposite**) on an April 23, 1972, Reno-bound excursion train.



9856
9856

868
868

guid[illegible]e of childhood idol Dick Stein[illegible]mer) — and we planned to leav[illegible]o deserving train unphotographed along the way. En route we crossed paths with the '45s of three different owners in eight separate paint and lettering schemes. I didn't ignore a one.

Two encounters with the big V-20s stand out from that trip, moments of revelation and chilling reality. Foremost was the pursuit of Colorado & Southern 868, eastbound from Missoula, Montana, on Northern Pacific's former Main Street of the Northwest. We were scouting locations on the adjoining Milwaukee Road main that overcast Sunday, July 16, and I'd have chased anything heading in the direction of Deer Lodge. The brand-new C&S SD45 on BN-174 just happened to be going our way.

Little did I realize the significance of the motive power. C&S 868 was the first of just seven SD45s to wear Colorado & Southern lettering, and with her October 1971 builders date, she was among the last straight SD45s constructed. Even less attention went to her working partners: BN SD40 6303, ex-NP F9A 824 still resplendent in yellow and black and trailing Geep 1994. For a road dominated by SD40-2s in the future, 6303 was the fourth of just 25 "first generation" SD40s in the stable. BN rostered 276 GP9s from predecessor roads, and the 1994 seemed no different. Until you looked at the fine print. BN 1994, ex-NP 380, was one of but nine GP18s on the system. Of course, having my druthers, the old NP 7006A would have gone on the point. C&S or not, the 868 was still just an SD45.

But what *really* hits home about that afternoon is the fact that Extra C&S 868 East was the first, last and only BN train I'd *ever* chase on the old NP through the heart of Montana. Any future pursuits would have to come courtesy of Montana Rail Link. And the last time I looked, praise the Lord, the "Merle" still rostered SD45s!

In truth, we were lucky to get to Deer Lodge. Five days earlier we'd stopped at Wishram, Washington, to see what action the old SP&S terminal held in store. BN-193 was coming downriver from Pasco, due any minute, and I really wanted to get a shot east of town where the railroad pierced a massive lava outcropping. The train appeared before we had time to set up, and I instantly cursed my creative bad luck. Up front on 193 was a pair of significant V-20s: BN 9856 and 6430 — GN's first big Sky Blue SDP45 followed by a green and orange SD45 that caught my eye only for the slogan painted on its side. "Hey Liz! Did you see that? 'Hustle Muscle' ... what the hell does that mean?"

Liz wasn't watching at all. "Screw the train!" she replied (using a shorter, more-succinct action verb). "Did you see what I nearly stepped on?" Slithering off into the brush was one very angry Columbia Gorge rattlesnake.

We took home a trunkload of pleasant memories from July 1972.

Wishram wasn't one of them.

Looking back, our '72 adventure looms large as a turning point. Sure, the electrics of the Milwaukee Road and Yakima Valley Transportation captured my heart, but in the process my appreciation for contemporary railroading became manifold. Everyday action was no longer something suffered en route to the next "true railfan" event. Everyday railroading was here and now — the real works, not some fantasy on the fringe. When operations like the Milwaukee and YVT were cast into this environment, the appreciation just became that much stronger. Excursions, museums and tourist steam paled in comparison. I was growing up in the Age of The SD45 — and I didn't mind at all.

**NOT ALL OF BENSON'S '45s** were SP. The Santa Fe had them in four different versions, including "dress blue" FP45 5946 and sister F45 shown blasting out of Tunnel 9 in the middle of Tehachapi Loop in March 1972 and lined to enter Walong Siding. On June 11, 1972, Burlington Northern SDP45 9856 (**opposite top**) and "*Hustle Muscle*" 6430 (GN 326 and 400, respectively) had westbound BN-193 rolling into Wishram, Washington. Five days later (**opposite bottom**), Colorado & Southern 868 — the first of only seven C&S SD45s — had BN-174 eastbound on the old Northern Pacific at Bearmouth, Montana, alongside the electrified Milwaukee Road.

## Chico's desert

Expanding experience and new horizons were part of the growth process by the mid-1970s. Sage and pinon replaced

oak and pine in 1973 when we made our first trip back to Liz' home state of Arizona for a full dose of the Atchison, Topeka & Santa Fe. Still partial to the "chase" mentality, I figured the close proximity of Route 66 would make for easy pickin's on the Santa Fe Trail. That idea vanished in a cloud of dust the first afternoon I tried to match our Maverick's 300-cubic-inch V-6 against four V-20s and 14,400 h.p. on the *Super C* east of Kingman. Knocking off three frames of the three SD45-2s and FP45 launching 991's five cars and caboose up the grade toward Valentine, we wound the Maverick up to 75 and watched in stunned silence as our engine temperature climbed into the red zone and the "Super Dog" disappeared in the shimmering heat. In Arizona, I soon learned you found a good location and let the trains come to you. Uncle John never kept us waiting long.

By the spring of 1974, with treks to Arizona, Colorado, Nevada and Utah under our belts, I'd discovered new threads in my work. First off, I was smitten with desert railroading. "There's *nothing* out there," most railfans observed, and it was precisely that isolation and limitless space that kept calling me back time and again.

Second, the charm of passenger service hadn't expired with Amtrak. Railroading's human side was as exciting as ever and even more colorful during NRPC's first "rainbow" years. Thanks to Amtrak, we were sampling E-units over Sherman Hill that we'd missed in the "good old days." And Rio Grande, bless its maverick soul, kept the torch alight for believers in the true *Zephyr* tradition. The Seventies had become an exhilarating decade, and everywhere I turned, SD45s livened up the show.

But closer inspection started to reveal the dominance of the V-20 engines was another desert mirage. Southern Pacific was the exception, not the rule. Beyond SP's Golden Empire, no railroad was so dominated by 3600-h.p. units. One-fifth of SP's roster carried 20-cylinder prime movers in 1973, the grand total numbering 619 locomotives by 1975. Espee's closest competitors in the single unit horsepower stakes carded only fractions of the Sunset Route's V-20 stable. Santa Fe: 264 '45s — 43% of SP. Burlington Northern: 219 V-20 units — 35% of the SP numbers. After that, the Western fleet figures plummeted. Union Pacific's "Unlimited Power" accounted for a mere 50 SD45s. Rio Grande stopped buying after 26 units, 16 of those SD45s purchased for pool service on UP coal trains. Milwaukee owned but ten SD45s, adding just five more FP45s for final *Hiawatha* chores. Outside the big three of the West, the '45 line was anything but the industry standard. By the end of the decade, nobody wanted more than 3000 horses and a V-16. Railfans bewailing standardization found a new whipping boy in the SD40-2.

The Seventies of disco and polyester had finally spawned a diesel every fan could hate.

### Riding the Milwaukee Road

SD45s continued to play key roles in my own adventures, providing a pair of unforgettable experiences in the most intimate and privileged of surroundings.

The first close encounter took place in May 1974 during the final hours of a last visit to Milwaukee's Rocky Mountain Division. The Little Joes were living on borrowed time, a month away from extinction at the hands of — you guessed it — more @#$%*@! SD40-2s. After nearly two weeks spent eating, sleeping and breathing the Milwaukee under wire, only one goal was left to attain — a cab ride over St. Paul Pass. My written permission to be on the property didn't extend to engine cabs. A ride was a long shot at best.

Train 264 rolled into Avery, Idaho, on the morning in question behind a trio of GE U-Boats, handing their 96 cars and 4431 tons over to Joes E78/E21 and one lonely SD45, the 4009. The outbound engineer on 264 cursed under his breath as I approached that forbidding, stormy day. "One blankin' diesel ... we'll never make the hill." My concern was minuscule by comparison, but I had to ask. "Any chance for a ride to Alberton?" The hogger looked at me, looked over his shoulder, nodded toward the power and bit off a reply. "Get on the diesel. Lay low 'til we're out of town. Tell the brakeman it's okay. And next time, just get on and don't ask. I don't want to know you're there."

Next time?

Next time didn't exist for the Milwaukee electrics.

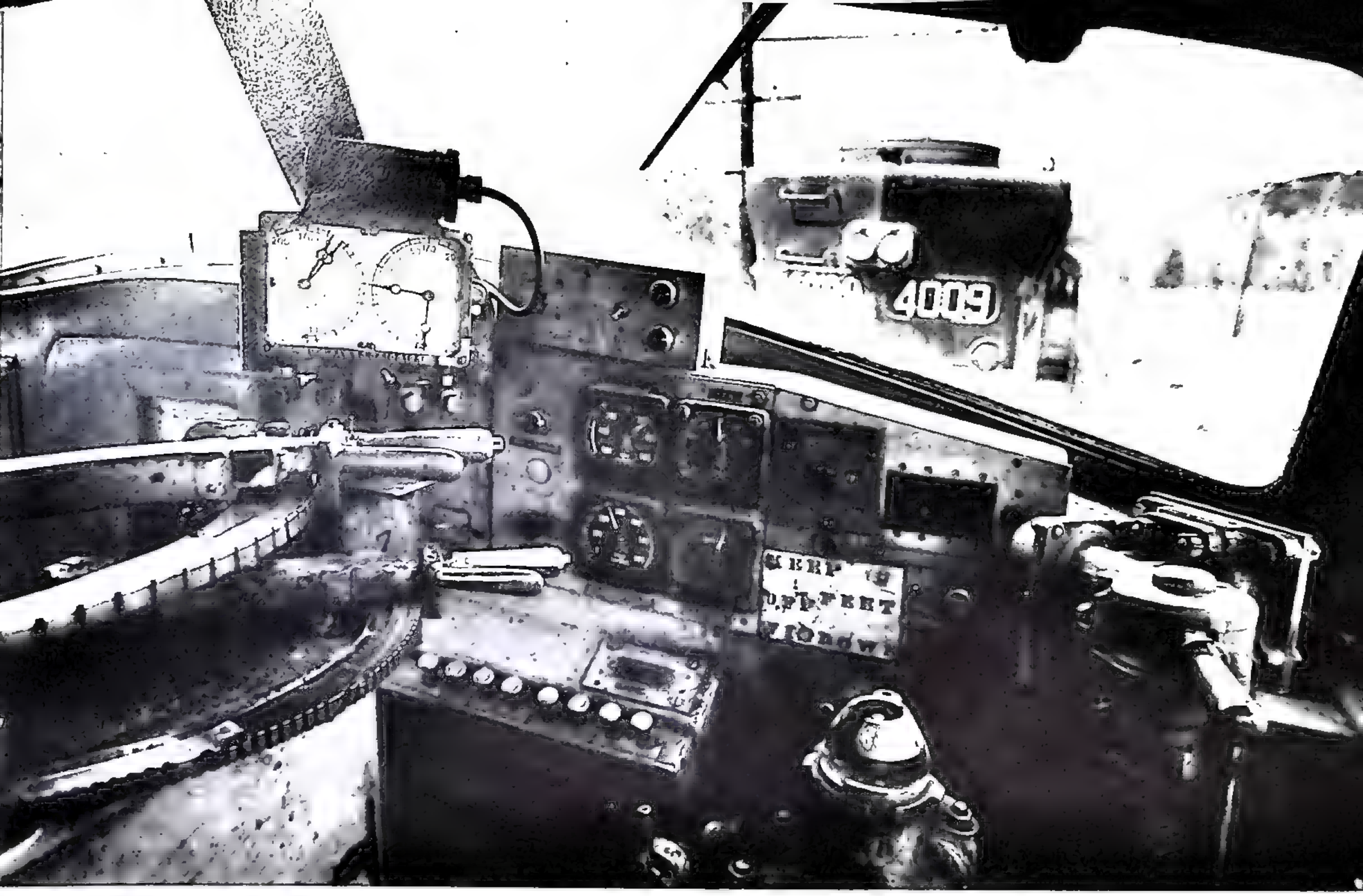
We got on our train at 8:15 a.m., making an air test and departing at 8:49, struggling on wet rail and laboring hard just to get under way. The 4009 howled for all she was worth, but the engineer was right. We weren't going to make the hill with one diesel. We didn't even make Stetson, 3.7 miles out of town, before the hogger was on the radio to the dispatcher for permission to back down to Avery, reduce tonnage and try again. By 9:57 a.m., seven cars and 514 tons lighter, we were ready to mount a new attack on the 1.7% ascent. This time we stood a fighting chance.

As long as we kept our diesel.

Half an hour and 7.2 miles later, 4009 shot craps, her turbocharged exhausts fading in free fall as we staggered into Kyle. The hogger was back on the horn, requesting help on the double. Out into the rain the brakeman strode, hoping our problems could be remedied by a simple restart. Contact! 4009 grumbled and belched, coughing back to life in a cloud of gray smoke [illegible] up once more as we started [illegible] active effort back into the rail[illegible] speedometer bounced up into double digits as we rocked around the Adair loop. This time we were going to make it.

Out of Adair at 11:00 a.m., 17 miles above Avery and three-quarters of the way to the top, the rain began turning to snow. Out of the summit and by East Portal at 11:20, we exchanged waves with substation operator Bob Williams. The flakes were getting bigger as we howled down the mountain toward Bryson, 4009 now unwinding in full dynamic with the Joes putting juice back into the trolley wire. Arriving St. Regis at 12:39 p.m., we paused to pick up a flatcar from the track gang and wait out a meet with a westbound, First 261. The old *XL Special* was by at 2:06 behind three SD40-2s, and we were back on the main at 2:12 p.m., nursing slow orders as far as Superior. Past the green flag our hogger took the bridle off, sprinting the last 30.9 miles into Alberton with a finishing kick between 40 and 50-per. The Deer Lodge crew was waiting on the platform as we arrived at 3:39 p.m. Four minutes later, the rear men were swinging onto the caboose as 264 resumed her trip east. For the next twelve hours, Alberton belonged to the diesels.

**"FLARE" '45 4009** was coupled behind Milwaukee Road Little Joe electrics E78 and E21 on No.264 on May 14, 1974. It was viewed from the engineer's side of the E21's cab (**opposite**) during the crew change at Alberton, Montana, and here descending St. Paul Pass toward Bryson.




My ride home showed up at 3:38 the next morning with the arrival of 263 behind two more Little Joes and a pair of EMDs: SD40-2 16 and SD45 4005. Secreting myself aboard the second electric, I turned up the cab heater and dozed while we switched Alberton yard, departing at 5:10 a.m. to awaken into a world of white rolling up the Clark Fork at dawn. Motors E20 and E77 had both pans up to cut the ice on the overhead, drawing full power as our trailing 645s made easy work of the westbound assault on the Bitterroots. The real excitement of the day transpired as our 58 cars and 2066 tons topped the summit inside St. Paul Pass Tunnel—where we summarily broke in two! Fortunately, the locomotives had stopped just inside the bore at East Portal where the Joes' traction motor blowers were able to provide fresh air until continuity in the trainline could be restored. Once out of the tunnel, the last miles down the hill turned into a stroll through a late winter wonderland, bringing this most-amazing of trips to a delicately frosted close. If this had to be goodbye, what a fabulous way to go.

With our power parked at the Avery roundhouse, I thanked engineer Hap Jennings for the smooth ride over the mountain, noting my relief at the successful resolve of our mishap in the tunnel. "You were back there?" he inquired with a puzzled expression. "I wish you'da said something. We would have let you ride up front!"

That was railfanning on the Milwaukee Road.

No matter how much you did, you couldn't do it all.

## SD45s on the WP

There are some who argue that the Western Pacific lost its heart with the loss of the *California Zephyr*. WP wasn't the same after March 22, 1970, but there was much to recommend the property in its last decade of freight-only independence. The first antidote for the *CZ*'s demise arrived one year to the day after the last Number 18 departed Oakland. March 21, 1971, saw the first WP-Burlington Northern pool freight run down the Inside Gateway from Bieber to Stockton, formalizing for merchandise what Jim Hill had hoped to do for *Empire Builder* passengers 40 years before. The arrival of BN-137 in Stockton also brought the first quartet of countless BN diesels that would ply the rails of the Feather River Route the next eleven years. Three of the four were V-20s: SD45s 6433 and 6483 plus F45 6602. Led by GP35 2530 in the CB&Q's regal Chinese Red, the first set of BN pool power only hinted at the remarkable palette to come. In the years before Cascade Green cloaked the roster in anonymity, the BN "heritage show" on WP's High Line was incomparable. And in black and yellow, orange and green, pre-merger "white sidewalls" and Big Sky Blue, Burlington Northern's '45 fleet got its share of sunshine on the California run.

But life on the Northern California Extension was changing in the early months of 1978. Trainmen had been running through the Keddie terminal since 1974. WP engineers held out to the bitter end, but now on the last weekend in April, that end was at hand. It had been ten years since my first High Line cab ride with Jim Boynton. This weekend, armed with a WP cab pass, we'd make a last round trip together.

Boynton's final summons to Bieber came for 11:00 p.m. on Saturday night, April 29. Four-axle units had become the preferred power for BN trains, but a few big units continued to slip through. This evening BN-138 departed the Keddie wye at 11:20 with BN 6553 leading a quartet of GP35s. "They got the right one on the point!" Jimmy beamed. He'd made his peace with diesels, especially EMDs. Boynton was a

man who knew what he liked. And Jim liked SD45s.

If I'd been paying more attention to our power that night, the significance of the 6553 would have been obvious. She wasn't just another SD45. The eleventh of 25 units delivered in November and December 1971, BN 6553 had rolled out of La Grange on construction order 5794 — the last series of SD45s built for anyone. This alone was cause for contemplation, but there were other things on my mind this historic weekend. The High Line had changed more than motive power. Elimination of the Keddie crew change turned the Inside Gateway into a Bieber-Oroville marathon run, disrupting lifestyles and furthering the human erosion of the West's most personable railroad. Centralized Traffic Control had already extinguished the lamp in Greenville's train order semaphore — the High Line's last open station. Our train was the only sign of life around for most of the five-hour, 111.8-mile journey to Bieber. And tonight all the blocks were green. The railroad was ours.

We'd just started up the 2.2% climb from Greenville to Almanor when Jim called me over to his side of the cab. "Yuh wanna' run 'er?" Did I ever! My previous experience had been limited to museum steam and a few switching moves on a Milwaukee Road boxcab — fun stuff, but nothing like running an SD45 on main line freight. I'd never touched diesel control stand before. Now, with Him at my shoulder, I had 13,600 horses in my left hand, 3900 tons on the drawbar and BN 6553 lunging into the small of my back as we stormed the WP's steepest main line grade. Thundering through Tunnel 6, heeling to the 10° curves in Wolf Creek Canyon, grinding around unremarked Hollenbeck Loop, BN-138 was announcing to anyone close enough to hear that the railroad never sleeps. And for the moment that power was mine.

I figured Jim would take her back once we reached the top of the hill, but JB had other ideas. So far all I'd done was watch the wheel slip indicator and give our units a few shots of sand as we stormed the mountain in Run 8.

"Time to go to work!" Jim announced as we pulled by the east switch at Almanor. "I'll tell you what to do."

Backing off on the power, making a five-pound set and release as we topped over and coming back out to Run 6, Jim took a seat on the fireman's side as we began to glide through the gentle curves toward Lassenview and Clear Creek Junction. All stretched out and cruising at 30 m.p.h. through the lake shore pines, it was fun to encounter a few scattered grade crossings and the opportunity to play with the whistle valve. BN horns left something to be desired in comparison to WP's sweet Nathan five-chimes, but the fractured harmonics didn't faze me. I savored every 14-L.

Finally, at Milepost 37, Jim stepped back to his rightful position. "Didn't mean to rawhide yuh!" he grinned. With thanks I turned the controls over to the master. Twenty miles and fifty minutes behind the throttle of BN 6553 had gone by amazingly fast.

**ENGINEER JIM BOYNTON** was making his last run on the WP High Line from Keddie to Bieber on April 29, 1978, with SD45 6553 on BN-138. The photographer was offered a turn at the throttle a few minutes later. The BN's "heritage show" on the High Line in the early 1970s was a colorful sight, as typified by BN-138 climbing the 2.2% out of Greenville, Cal., on June 15, 1971, behind orange ex-GN SD45 6431.

## Nature's wake-up call

A gentle sway awakened me at 4:59 in the shadowy predawn of June 28, 1992. Spending the night alone in our road-weary '76 Ford van atop Tunnel 2 in the Tehachapi Mountains, two scenarios entered my sleep-fogged brain: some local yokel was having fun at my expense by jumping on the bumper, or we were having an earthquake. A glance out the tinted windows confirmed my continuing solitude. It *was* an earthquake! Judging by the intensity of rock and roll, the tremblor was either very small or very far away. With sunrise due in 90 minutes, I rolled over and went back to sleep.

An earthquake. It figured; 1992 had already been an unsettling year. The skinny kid growing up the Age of the SD45 had hit his chunky mid-40s, and life wasn't getting any simpler. The three D's of death, divorce and disability had entered the scene [illegible] and me to ponder and cherish [illegible] ing marital stability as we learned to say goodbye to loved ones and deal with the infirmities of time. I was still reeling from the untimely loss of Jim Boynton two months before, and now I faced ankle surgery and a "three-month" rehabilitation period that would ultimately take me out of the field for more than a year. This weekend's fling on Tehachapi marked the end of an era.

Rolling out of the sack to another golden summer morn, I turned on the radio to learn of the magnitude 7.4 rumbler out on the desert at Joshua Tree. Santa Fe PR man Mike Martin was being interviewed, crediting the quake for a minor derailment east of Barstow. Newsmen noted the temblor as Southern California's largest in 40 years. The day's first cup of coffee greeted my tastebuds as I wondered that piece of information. The biggest quake since ... Tehachapi, 1952.

This could be a *very* interesting day.

The railroad was also waking up as SP completed local track inspections, pronouncing the Mountain District fit for operation at 7:30 a.m. By 7:59, SP Extra 8270 East was tackling the 2.1% in "Railroad Park" between tunnels 1

and 2 front, an SD[illegible]-2 and a rebuilt [illegible]ight '40 si[illegible] sandwiched leased [illegible]ur-axle units from the Generals (E[illegible]ric and Motors) while two-thirds [illegible] the way back in the train, a quarte[illegible] of six-axle helpers featured SD45s from SP and new landlord Rio Grande. I'd stopped hating SD45s a long time ago. Today, I rejoiced in their presence, particularly D&RGW 5323. The ninth of the Grande's initial ten V-20 units delivered in 1967, 5323 still proudly sported her original components! While other roads either retired or rebuilt their SD45 fleets in the 1980s, Rio Grande opted for meticulous maintenance. As the units marked 25 years of service basically untouched, a tip of the hardhat to the Burnham Shops crew was certainly in order.

Returning to the van to change locations, I found the scanner radio going nuts. "That was a real shaker!" came one voice disturbingly close. "Watch those units rock and roll!" SP WR-1 cut in immediately. "Someone talking about a shaker out there?"

"Yessir, dispatcher," the voice replied. "We're on the helper at Bena and we're moving all over the place!" I could hardly believe it. The day's second major quake, magnitude 6.5 in the San Gabriel Mountains at Big Bear, was bouncing 200-ton diesels 6½ air miles from my location, and I didn't feel a thing. Three hundred miles away in Roseville, WR-51 didn't have to feel anything to make his decision. "Everybody within the sound of my voice — *stop your train*!" There was plenty of time for another cup of coffee before looking for new photo fodder. Nothing would be running around here for a while.

Down at Bena the helper crew was still jittery an hour after the tremblor. Tehachapi's seismic history was not lost on them. Now a high-railing track inspector had given them the okay to cut in on a waiting eastbound, but the crew was still trying to raise the dispatcher and secure formal approval. "Our lead unit's radio is on the fritz," a brakeman explained, "and there's no radio at all on that old B unit." I followed his gesture to the middle diesel of the helper set: SP 9243, an SD45T-2, EMD Class of '72.

*This* was "an old B unit?"

I think I just felt the earth move after all. Why, I'd stood at this very spot photographing the 9243's kid sisters coupling on for a shove to the summit when the units were so new their trucks literally squeaked as they slid out of the Bena helper pocket. It seemed like only yesterday.

It *had* been 20 years.

## The Espee '45s

What happened to all those SD45s I used to hate so passionately?

Out of 356 units constructed for Southern Pacific and Cotton Belt, 165 remained, rebuilt between 1981 and 1986. With their 20-cylinder prime movers derated to 3200 h.p. and electrical systems upgraded to Dash-2 standards, SP's rugged 7400 and 7500 series SD45Es looked good to soldier on for several more years. And as more of the units go back to Colorado for overhauls and reseal programs, returning with fresh paint and "New SP" speed lettering, the fabled "Flare 45s" should look even better in the future.

So what about the Tunnel Motors? EMD's first Dash-2 custom creation, Espee took delivery of 247 SD45T-2s between 1972 and 1975. Cotton Belt 9389, a very visible SP system traveler in the Bicentennial season of '76, came from the builder in red, white and blue to celebrate her construction as SP's 600th. V-20 unit in 1975. By 1992, SP had rebuilt 116 of the T-2s, but the fate of the remaining locomotives hinged on business conditions in the recession-ravaged Golden Empire. A career's conclusion as a booster — no controls, no communications and unfit for human habitation — remained a sad but viable scenario. Still, I'd seen SD9s with same prognosis in the mid-1980s restored to full capacity once traffic levels improved. As the newest of SP's V-20 power, unrebuilt Tunnel Motors provide a proven source of affordable locomotion when the need for more refurbished units begins to materialize.

Elsewhere in 1992, the books where closed on the rarest 16 of SP's 3600-h.p. diesels. It had been a decade since the

**THE LAST LIGHT OF DAY** at Tunnel 2 finds SP 7457 storming up the Tehachapi grade with the L.A.-bound Oil Cans on June 28, 1992. The pioneer is a survivor.

rails were burnished by the half-dozen SD45X units that paved the way for Dash-2 improvements and seeded a high-horsepower generation to come. Espee's SDP45s, however, rolled up a rich and rewarding track record before retiring in 1991. Delivered in 1967 to remove Alco PAs and EMD Fs from SP's final intercity schedules, the SDPs turned their traction motors toward insuring Amtrak's early success on the perennially popular *Coast Starlight*. Brought home to California commute service in 1973 to put the legendary F-M Train Masters out to pasture (engineers claimed the 3200s were the only unit that could match an F-M for sheer get-up-and-go), SDPs remained a staple in Peninsula transit until the state installed its own rolling stock in 1985. Passenger power the bulk of their days, the SDPs were First Class in every sense of the word.

All told, 1992 found nearly 400 of SP's V-20 units in active service. Impressive numbers by any account, the totals became phenomenal considering the abuse the locomotives endure. Blasted by desert sandstorms, blackened inside mountain tunnels, spurred on by Sprint schedules and blinded by blizzards, SP's tireless '45s could still "run like a race horse and drag like a mule."

It's hard to believe that under all that steel, they're really no more than machines.

## Back to Bakersfield

The seismic waves are becalmed at last as Tehachapi's train tide ebbs and flows. Down in Bakersfield, the pipeline on wheels girds its loins for the uphill struggle to come. Seventy-two cars; 10,608 tons; 1,706,460 gallons of crude — there's nothing inconsequential about the loaded "Oil Cans." This is a train demanding stern stuff — perfect for SD45s.

The Cans have a Flare on the point this afternoon, a plain old workaday SD45E with museum-quality credentials. SP 7457 doesn't look like a significant subject: tunnel soot smudges her gray flanks, and the red is peeling off her nose. Like so many SP diesels, she's been lobotomized in the name of economy, sacrificing the safety and high visibility of Pyle Gyralites for a pitiful yellow flasher. But 7457 is one of at least two operating SP locomotives to command and demand preservation. Builders number 31991, EMD Class of '66; Sacramento Locomotive Works GRIP Program, Class of '82 — SP 7457 is much better remembered as Southern Pacific 8800. Of 600+ V-20 units, she is Number One.

I've never had much luck with the 8800. Every time our paths crossed in the "glory days," she was either sequestered on the service tracks or buried deep in a consist. I'd had no luck at all with the locomotive once she entered her "E" unit phase.

Until today.

Today, the kid who grew up in The Age of The SD45 is being blessed by the most-elusive of SP's V-20s. It's a time to simply give thanks and make the most of the unexpected pleasure.

Sure, the overcast light isn't "perfect," but it's opening shadows at Sand Cut that would be nothing but black holes on "perfect" sunny days. And the gathering storm gives texture and depth to summer skies normally seamless and bland. Gyralites on the engine would be nice, but their absence only underscores reality in the 1990s. SP is far from the "New Standard Railroad of the World" David P. Morgan so proudly proclaimed it in 1965. The Southern Pacific of 1992 is fighting for its corporate life.

I can't look the other way.

So off we ride in the gathering gloom, 7457 leading the way, iron horse nostrils and radiator housings flared in the war against gravity and inertia. Photographable light is dying fast as she thunders up through Railroad Park, searing the cement ceiling of Tunnel 2 in 735° Fahrenheit exhalations. Darkness overcomes the train by the time they reach the Loop. Now, I'm content to stop, look and listen, soaking in the sonic display as 7457 and the uphill Cans roar on toward Marcel, one more mountain all but vanquished and countless more to come.

A cool breeze ascends Tehachapi Creek, carrying faint, fading diesel exhausts up and over the hills.

An EMD man's experiences on the Santa Fe and Great Northern

by Jack Wheelihan

# SD45s: We Deliver!

SD45! That model sure brings back many good memories for me of my first ten years with EMD. After learning about Preston Cook's three-parter in the May through July R&R, I started reminiscing about my first experiences with SD45s. It was on the Santa Fe in 1967.

After serving my country in the U.S. Army for two years (I was drafted in the fall of 1964 while delivering GA8 narrow gauge diesels for EMD in Mexico), I returned to the La Grange office on January 2, 1967. I was immediately told that I would be on temporary "loan" to Harry Quinn's Electrical Control Group in the Engineering Department for SD45 modification development on the Santa Fe Railroad.

"Sure, no problem." Then I asked, "What's an SD45?"

My boss was startled, to say the least. "Where the hell have you been, Wheelihan?" he growled.

"Military leave in the Army for the last 26 months."

"Just dandy!" was his parting shot.

Anyway, I walked over to Engineering and met Harry Quinn, chief locomotive control development engineer, and learned what my job duties would be. On week later I was driving to Amarillo, Texas, to spend two months riding the ninety SD45s that had been delivered to the Santa Fe from June through December 1966 (1800 through 1889).

I rode mostly SD45-powered trains westbound out of Amarillo because of the higher speeds (we were looking for high speed wheel slip and/or traction motor flashover problems) and quick turn-arounds at Clovis, New Mexico. It is 102 miles by rail between Amarillo and Clovis, and we generally made the trip in 110 minutes total!

Clovis was also a 500-mile train inspection point and had a large locomotive fueling facility between the double track main line, just west of the station platform. It was a regular occurrence to bring a heavy westbound through hotshot from Amarillo to Clovis with four SD45s at an average speed of over 52 m.p.h., slow down from 65+ m.p.h. and spot the units for fuel and *never touch* the 26L air brake! The experienced main line pool engineers *really* liked the big 1800s and their strong extended range dynamic brake.

And talk about horsepower for acceleration; man, there was nothing like 'em.

Around mid-week there were always two or three very lightly loaded eastbound trains that were used to move locomotives back to Chicago to get ready for the heavy parade of westbounds out of Corwith Yard every Friday afternoon through Saturday morning (in other words, TOFC for California). Every week I tried to catch one of these eastbound power equalizers back to Amarillo because they always had at least ten and sometimes upwards of 16 SD45s — all working! With at least 36,000 h.p. (sometimes over 60,000 h.p.) on those light "pig" trains, you simply wouldn't believe how fast you could accelerate out of the various town speed restrictions.

After some seven or eight weeks of riding six-days-a-week (with many two-round-trip days), the main line pool of engineers saw a lot of this EMD man. I wound up making some two dozen trips with one slightly built, older man who seemed to be one of the better train handlers. One afternoon while waiting for our train at Clovis depot, he asked me how so many of those 1800s could be put on the head end of a train without causing problems. I explained that since the trains were so short and light, we didn't foresee any dangerous train handling problems except for possibly whiplash to the poor conductor and brakeman in the waycar.

He then stated that he wasn't talking about the train, but the units themselves. He remembered that the F-units could not be m.u.ed into too long a consist because the lead unit was incapable of providing enough control power through the units and jumper cables. In fact, the last unit in a long consist may not even start running. I then told him about the newer m.u. system with Local Control Circuit Breakers (which came out on the GP30s) and explained that's why the Santa Fe could put all those 1800s together.

I could see the gears going in his head as we sat on our bench in the crew office waiting. After about 15 minutes, he said to me "What did you mean earlier about the whiplash in the waycar?"

"Whiplash?" I questioned back.

"Yeah, when you were talking about all that horsepower on the head end on these light eastbounds," he said.

"Oh, that. Just joking about giving the rear end crew a hell of a ride with 50,000 h.p. up front," I responded with a laugh.

He looked at me very seriously, but with a gleam in his eye, and said, "Really now!"

Pretty soon our eastbound showed up and stopped at the fuel rack. Sure enough, it was the power equalizer train I was hoping for, with 16 SD45s and one lone SD40 bringing up the rear of the consist: 60,600 h.p. A light TOFC train (some 1300 tons) and the standard red Santa Fe waycar on the read end. I checked with the inbound engineer as he got off to see if he'd had any problems, then informed my outbound old timer that I was going to walk on the ground to the last unit to walk up through the consist toward him to speed things up while the read end crew was being taken back by carryall. By the time I got back to the lead cab, the crew was ready and the 500 mile train inspection and air test had been completed.

The engineer asked if I was done, as he was ready to leave on the green block immediately in front of us. I said I was finished and everything was okay, so he picked up the radio handset and told the conductor that we would be "leaving real quick like" and to put his seatbelt on.

With that he started to notch out on the throttle with the independent brakes still set. Using both hands, as the units started to creep ahead against their own brakes, he released the independent air and slapped the throttle the last three notches to Run 8.

Now, let me explain that we do this sort of thing on the EMD test track in La Grange with one or two units for testing and engineering evaluation. We can get to 35 or 40 m.p.h. before we have to use the dynamic brake really hard to get stopped before the sand pile. Well, out here that sand pile was called New Mexico, and we went out of Clovis like a shot and had 'em up to better than 50 m.p.h. in the length of the station platform! Sixty-five m.p.h. came and went, even though he had throttled off, and we settled down to a Run 2 cruising speed of 71 m.p.h.

By now the conductor was inquiring about what the devil was going on. The old engineer responded that they should still hang on as he was going to use the dynamic brake hard

to slow down at Texico — the town on the Texas-New Mexico state line nine miles east of Clovis. Texico has a big sweeping curve which necessitates a speed restriction for all trains. The engineer's warning that he would "use the dynamic brake hard" was putting it mildly.

I'd been pretty impressed with the Clovis departure, but the slow-down for Texico was even more impressive. Once he got the slack bunched, he really wound them down like throwing out the anchor. The only deceleration rate I have ever felt since then that was faster was riding Amtrak AEM7-powered Metroliner trains on the Northeast Corridor when the blended air and dynamic brakes are used to slow from 125 m.p.h.

Accelerating back up to 70 out of Texico was anticlimactic. The old man looked across the cab at me and smiled."This is going to be a fun trip," he said. It sure was.

**Blue!**

In mid April 1967 I finished my special assignment with the Electrical Control Group in Engineering and rejoined the Product Installation Section of the Service Department. I was recalled from the Santa Fe job and returned to La Grange for reassignment. More SD45s!

This time I was told to handle a small order of ten SD45s and eight SDP45s for the Great Northern Railway at Minneapolis. I would be by myself on this assignment for two reasons: the GN already had eight SD45s that had been delivered in June 1966, and with five years experience and seniority the Boss said I didn't need any help! Fine, another opportunity.

Minneapolis Junction roundhouse in mid-April still looked the same as when I delivered GP30s to the GN in 1963. I got acquainted with the shop personnel and set up "home" at the Gopher Campus Motor Lodge. The delivery was progressing slowly but smoothly after two weeks, when the general foreman told me about a special project the GN was working on that I would surely be involved with.

It seems the top executives of GN were working on a new corporate image, and a new locomotive and rolling stock color scheme was soon to be released. Fine. What does that have to do with your friendly EMD man?

Well, "The Plan" was to have the business car fleet repainted at Dale Street Shops but kept inside until the board of directors train, which was scheduled to operate out of St. Paul Union Station in July. Plus, GN wanted the "Special" to be pulled by the new SDP45s which they thought would be delivered in June. I immediately contacted our district manager who handled the GN and told him of The Plan. I also told him that I didn't think that the GN should learn from the likes of me that the SDP45s would not be delivered until July...*too* late for their "Special." He said he would handle everything.

Two days later things started to heat up. The GN public relations folks got into the act and everyone soon realized that even if they could get two new SDP45s in time from EMD, the public at large would see the "new colors" during shipment from La Grange to the Twin Cities. That wouldn't do. Thus The Plan was quickly modified to make use of two regular SD45s and a newly rebuilt heater car, all three of which would be repainted into the new colors in the Twin Cities.

This really started to get interesting, except I couldn't get anyone to tell me what the new colors were (if they even knew themselves). Modification of The Plan was to be implemented by the Mechanical Department, which quickly discovered that the Dale Street Shops could not handle the rebuild and repainting of the heater car and complete repaints of the two SD45s at the same time. Not to mention the repainting of all the office and passenger cars that the Executive Department wanted done.

To make a long story of negotiations short, the GN finally talked EMD into shipping the next new SD45 to Minneapolis Junction in primer, without a GN paint job. They also pulled one of the 1966-delivered SD45s , the 412, out of service and sent her to Dale Street for complete repainting. In about another week, the 412 showed up in primer for pre-servicing at Minneapolis Junction and was then sent to Dale Street. It should be noted that EMD was very concerned about shipping a locomotive in primer because the quality of the paint color coat adherence to the primer coat can be drastically affected if the primer coat gets contaminated in any way. Naturally, shipping a locomotive from La Grange to Minneapolis would darn sure contaminate the primer. EMD did not want to be responsible for the color coats falling off the unit a year or so later. The GN understood our concerns, but the situation dictated the unpainted locomotive movement. In fact, La Grange even sent their paint process engineer up to Minneapolis to assist the customer.

Everything was now progressing smoothly. I even learned what the new colors were supposed to be. It didn't sound too good, so I figured it must be a joke...but we'll wait and see. Finally, in late May, I think, the master mechanic at Minneapolis Junction informed me that the units and heater car were all finished and the Operating Department thought that the consist of the Special should be tested, since the 412 and the heater car were both new and had never made a trip.

"Damned good thinking on someone's part in the Operating Department," I observed. At any rate, the Operating Department had scheduled that "the consist" would be moved over to the small passenger roundhouse at the St. Paul passenger station during darkness and kept inside. The following evening, "the consist" would be used to handle the *Winnipeg Limited*, Train 7, out of St. Paul at 8:30 p.m. I quickly realized that this was going to be an all-night ride, so I told the MM that I would meet the road foreman at the St. Paul passenger roundhouse about 6:00 p.m. to get the units out of the house, m.u.ed and tested. Besides, I wanted to finally see the "new colors" in some sort of daylight!

I get through the railroad's security at the St. Paul roundhouse and find a good spot to leave my car for a few days. Walking toward the house I see them switching the new heater car onto the turntable. *Jeeze...*, they were right, the damned thing is *blue*! Good grief, I'll bet Jim Hill is spinning in his grave. Blue! Of all colors. Well, I figure I'd better keep my opinions to myself — the customer is always right. I meet the road foreman as the 412 is now backing out of the house. More blue. Surprisingly, the road foreman looks at me and says, "Yea, I know!"

I pitch in and help with the m.u. and testing process, and we then ride with the crew in the cab of the 407 as we back down to the station and couple up to No.7. I can't stand it any longer and finally ask the road foreman, "Why blue?"

He shouts back, "Awe, it's supposed to be 'Big Sky Blue'."

It is becoming obvious that he isn't impressed with the new image.

The *Winnipeg Limited* leaves the GN main line to Seattle at St. Cloud, Minn., and turns north for Grand Forks, North Dakota, and on to Winnipeg. The Operating Department had cooked up a neat little plan, however, to make sure no one could view the new Big Sky Blue consists in the daylight. Upon our arrival at Grand Forks at 3:30 a.m., the Operating Department already had a set of normal passenger locomotives (F-units, I think) waiting to take No.7 on to Winnipeg. Why? Heaven forbid the Big Sky Blue consist should be seen in daylight hours, let alone in Canada!

Quickly we cut our consist off and went right to the roundhouse, where everything was put inside with the railroad policeman stationed to keep people out. The road foreman and I got to bed by 4:30 a.m. after a trouble-free trip.

We got a good day's sleep, and around 11:00 p.m. the returning *Winnipeg Limited*, Train No.8, arrived in Grand Forks. We got the motive power changed out, completed our air test and got out of town without too much delay. Upon our arrival at St. Paul, however, things didn't go to well

KODACHROME, KYLE BREHM

**SANTA FE'S FIRST NINETY SD45s** were delivered in 1966 in the "dress blue" freight livery like the 5536 wears here as it charges uphill along Cajon Boulevard out of San Bernardino in April 1978. The "1800s" were renumbered into the 5500-series in 1970. Great Northern SD45 407 (**below**) was still a corporate "secret" when it was photographed by EMD service man Ed Samler at Minneapolis Junction on May 14, 1967, before the new Big Sky Blue livery was unveiled in June with a directors' special powered by 407 and 412.

(Murphy's Law, you know). What with some delays at Minneapolis, we were already late for our 7:00 a.m. scheduled arrival into St. Paul, and we got delayed some more waiting to back into the station. What all this meant was that the sun was now up!

Although Dracula comes to mind, what was more serious was that the public relations man was having The Big One. As we cut off "the consist" and waited to return light back to the passenger roundhouse, the railfans were spotted. Not many, mind you, but a couple with cameras — and that pretty well did in the PR guy! He headed for the telephone to call his office. I can't say we successfully got the units back into the darkness of the roundhouse without pictures being taken — I remember I took some myself — but at least we'd had a trouble-free round trip to Grand Forks.

Some days later the Big Sky units handled the Board of Directors Special westbound with the Big Sky Blue train, except for the first three head-end cars which were still in GN orange and green. I guess someone forgot the follow The Plan.

EKTACHROME, ED SAMLER

During 1993 [illegible] is celebrating its "Year of Railways" featuring narrow gauge steam, interurbans and horsecars in regular service

**by Mike Walker**

PHOTOGRAPHY KODACHROVES / MIKE WALKER EXCEPT AS NOTED

# Man: What an Island!

Picture if you will an island where time seems to have stood still. A Victorian narrow gauge railway operates alongside a genuine American-style interurban and an electric mountain railway. For good measure, add a horse-drawn streetcar line to connect the steam and interurban lines. None can be described as "preserved" in the normal sense but are operated by the island's government as a part of its transport system, at least during the summer months. Where, beyond the pages of fiction, can such a transportation utopia exist in the 1990s?

The answer is the Isle of Man, a 30-mile by twelve-mile piece of land sitting in the Irish Sea roughly midway between mainland Great Britain and Ireland. Whilst being part of the United Kingdom, it has, for reasons too complicated to discuss here, its own government, the Tynwald, which is largely independent of London and is, in fact, the oldest continuously elected legislative body in the world, dating back over one thousand years.

Douglas, the capital, is a pleasant seaside town midway up the east coast and is reminiscent of English resorts of the 1950s. It is the port of entry for ferry services from the mainland and the hub of three of the rail attractions mentioned above.

## The Isle of Man Railway

Today, the Isle of Man Railway is reduced to a 15½-mile line from Douglas southwest to Port Erin, but it was once an extensive and thriving system.

The co[illegible] was fou[illegible]d in 1870 with the int[illegible]n of build[illegible]g from Douglas to Peel [illegible]he west coast, south to Port Erin an[illegible]eventually north to Ramsey. In orde[illegible] contain construction costs, capital [illegible] being plentiful on the island, three-foo[illegible] gauge was adopted, as interchange was never to become a problem.

The 11½-mile Peel line opened on July 1, 1873, followed by that to Port Erin on August 1, 1874. Construction severely depleted the company's meagre resources, and it was decided not to proceed with the Ramsey line. Despite this, the company was forced to seek additional investors from the mainland, among them the Duke of Sutherland, who is best known as the original owner of the 0-4-4T *Dunrobin*, now preserved at Fort Steele, British Columbia.

Even with this additional capital, the IoMR felt it was unable to proceed with the Ramsey extension. However, there was a body of opinion led by the island's lieutenant-governor, Henry Lock, that the line had to be built if the island's second town and the north was not to stagnate. Financial guarantees were secured from the Tynwald for any company which agreed to undertake the work, and when the IoMR could not be persuaded to change its policy, Lock and other prominent islanders formed the Manx Northern Railway.

This 16½-mile line left the IoMR's Peel line at St Johns and headed up the west coast through Kirk Michael and then northeast to Ramsey. A casual glance at the map may raise the question as to why was the line not built directly along the more populated east coast. In truth the terrain there is very rugged and was thought to be beyond a steam-worked railway. The MNR opened on September 23, 1879, and was initially operated by the IoMR until the MNR acquired its own equipment. The government guarantees proved to be a mixed blessing, as they brought with them many conditions including a requirement to run Sunday trains, a hopelessly uneconomic proposition, especially in the winter.

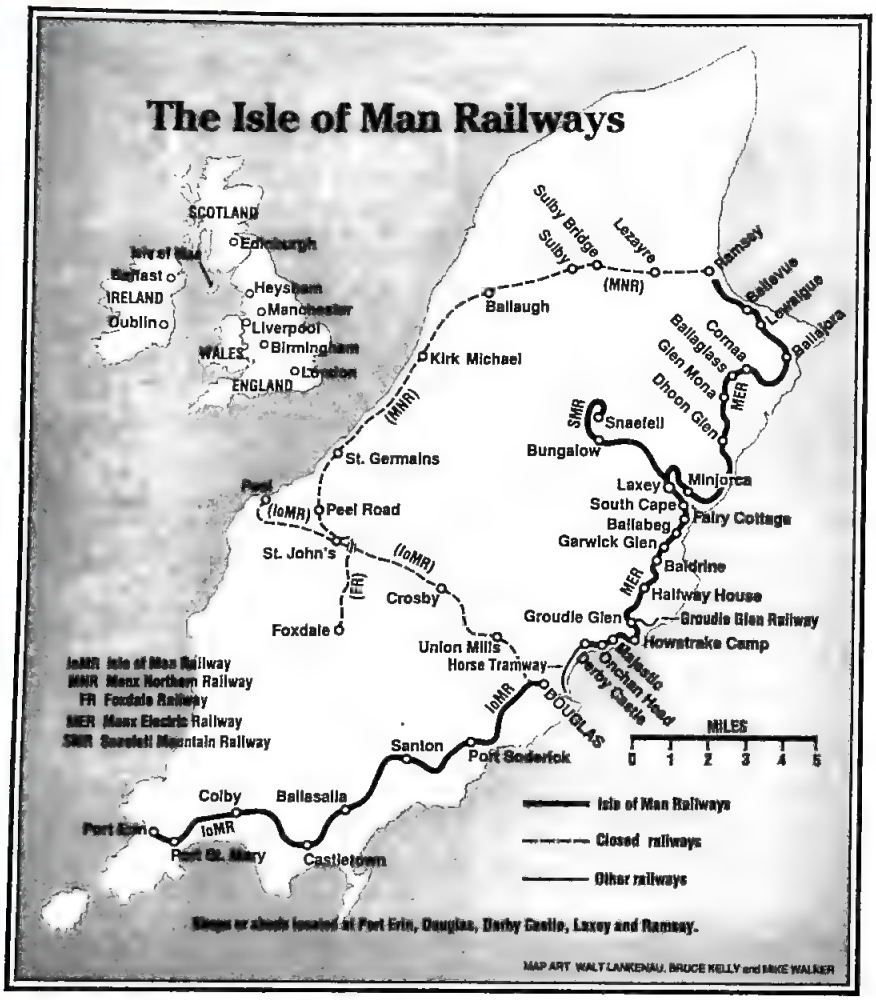
To the south of St John's lay some of the most productive lead and silver mines in the British Isles. To tap these the MNR created a subsidiary, the Foxdale Railway, which connected end-on with its parent at St John's and then crossed over the IoMR by a stone bridge. The 24-mile line opened on August 17, 1886, and included grades as steep as 2.05%. It was worked by the MNR.

A financial crisis which followed the collapse of one of the island's banks, Dumbells, in 1900 created a number of problems for both companies, but in particular the weaker MNR. As a result, following protracted negotiations, the IoMR took over the MNR and FR on April 20, 1905, creating a single 46½ route-mile, three-foot gauge system.

Whilst the network had been created to serve purely local needs, it was the start of the tourist industry in the late Nineteenth Century which brought the system prosperity. For more than 30 years the number of visitors to the island increased each year, and with it the railway's revenue, with only a slight downturn during the First World War. Even the coming of bus services was not allowed to affect the railway; the company merely created its own subsidiary, Isle of Man Road Services, which following a short period of intense competition, became the island's principal bus operator with a network largely complimentary to rather than competitive with the railways. During World War II there were very few holiday makers visiting the island, but an upsurge of military activity kept the IoMR busy with record traffic levels. This included removal of mining spoil from Foxdale for use in airfield runway construction. The mines themselves closed in 1940, and the branch was abandoned later in the war.

The remainder of the system survived the war, and initially revenues held up, But as the 1950s passed, the effect of the explosion in automobile ownership was felt, while costs escalated. In an effort to economize, service was suspended between St John's and Peel during the winter of 1960-'61. The following year it was the turn of the St John's to Ramsey section. In November 1965 the entire system was shut down because of poor track conditions and remained so during 1966. Just when things looked bleak, the company agreed to lease all three lines to the Marquess of Ailsa,

**THE 1993 "YEAR OF RAILWAYS"** celebration honors the 100th anniversary of the Manx Electric Railway; here on May 23, 1987, 1894-built car 9 and saloon trailer 59 pause at the Ramsey station. The next day (**opposite**), 2-4-0T 11, *Maitland*, was making a spirited departure from Douglas with the 2.10 to Port Erin. The Isle of Man Railways crest displays both steam and interurban equipment.




who reopened the Peel and Ramsey lines in June 1967 and the Port Erin line the following year. The Marquess also found costs higher than he expected, and consequently the Ramsey and Peel lines were closed permanently on the 6th and 7th, respectively, of September 1968, although he continued summer-only operation of the Port Erin line until 1971, after which operation reverted to the IoMR company which had now negotiated a subsidy from the government. This subsidy rose steeply, leading to some public disquiet. As a result, only the Port Erin-Castletown section operated in 1975, extended to Ballasalla in 1976 and, when these economy measures were found to be counterproductive, back to Douglas in 1977. A year later the IoMR was purchased by the Manx government, and since then the Douglas-Port Erin line has operated each summer, and its future seems assured.

## Manx motive power

With a few exceptions, locomotives on the island consisted of a series of attractive outside-cylinder 2-4-0 tank engines built by Beyer Peacock of Manchester to one of its standard designs. Fourteen were constructed for the IoMR between 1873 and 1926, plus an additional example for the MNR. All were basically similar but exhibited detail differences. The MNR also had two 2-4-0Ts of a totally different design by Sharp Stewart of Glasgow and a powerful 0-6-0T, *Caledonia*, by Dubs of Glasgow for the Foxdale branch. It is now an exhibit in the Port Erin museum. Of the BP locomotives, twelve survive, although only four are operational at any time. In recent years these have been: No.4, *Loch*; No.11, *Maitland*; No.12, *Hutchinson* and No.13, *Kissack*. Number 10, *G.H. Wood*, was recently overhauled and has replaced No.13 for the 1993 season. Each locomotive differs slightly from the others (12 has a larger cab, for instance) and carries a different authentic livery.

The rolling stock consists of a variety of "bogie" vehicles, some built new between 1881 and 1926, whilst others are rebuilds created by placing two of the original 1873-'74 four-wheeled vehicles on a common chassis. Almost all are of the traditional British compartment style layout and are largely in as-built condition, providing a wonderful opportunity to experience Victorian railway travel. Also on the [illegible] of diesel-mechanical [illegible] from Ireland's County [illegible] when that system closed [illegible].

## The Manx Electric Railway

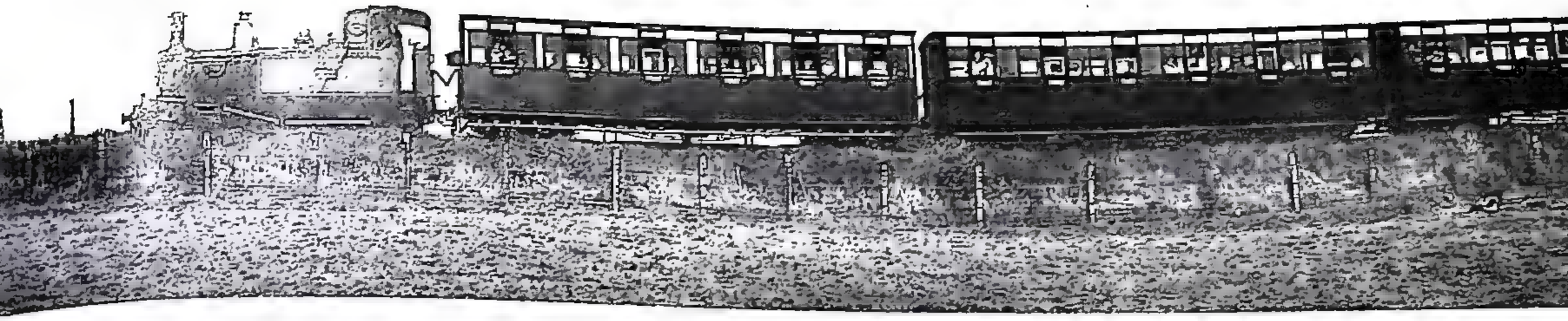
The survival of the Manx Electric almost unchanged since construction a century ago is remarkable enough, but it is even more so when one remembers that interurban-style lines were extremely rare in Great Britain. This is because a widespread and effective rail network had been established before the development of electric traction and light rail systems — although purely urban street systems were commonplace prior to World War II.

Conceived as part of a scheme for an early "holiday development" at Howstrake Camp just north of Douglas, the seven-mile Douglas & Laxey Coast Electric Tramway opened to Groudle on September 7, 1893, with the remainder to Laxey opened on July 28, 1894. Built to three-foot gauge, the first half is largely roadside, often on clifftop locations, after which the line attains its own private right of way. As previously mentioned, the terrain is extremely hilly, and grades in excess of 4% are required — which is why electric traction was adopted. The line is fed at 550 volts d.c. by overhead wire and collected by trolley pole.

The company was renamed the Isle of Man Tramways & Electric Power Company early in 1896, and the following year it sought powers for an extension from Laxey to Ramsey, a further 10¾ miles. This opened to Ballure on August 2, 1898, and the final two miles into Ramsey on July 24, 1899. Like the first section, this is a mixture of roadside and private right of way with 4% grades and includes a spectacular section on a ledge cut into the cliffs at Bulgham.

Like the early IoMR, the electric railway was never financially healthy. Financed largely by loans from Dumbells Bank, it went into liquidation along with the bank in 1900. A new London-based company, the Manx Electric Railway Co., took over in 1902 and undertook some limited modernization (there having been great progress in electric traction technology in the previous decade), but with money still tight, little progress was made. Although the line benefitted from the annual tourism invasion, road competition from IoMRS and two World Wars did not help improve the MER's balance sheets. But somehow the company survived until 1957 when it was sold to the Manx government and became the Manx Electric Railway Board.

The new owners continued to face ever increasing costs and deficits. In an effort to contain these, winter services were discontinued in 1975-'76, and the Laxey-Ramsey section closed com-



pletely on September 30, 1975. Like similar economy measures on the IoMR, this was counterproductive, as less passengers were attracted to ride the truncated lines whilst costs were only marginally reduced. Fortunately the government realized the historic value of the MER and reopened the Ramsey section on June 25, 1977. Since then the entire system has operated, albeit summer only. With the island's entire public transport system in its ownership, the government has formed a management body, the Isle of Man Passenger Transport Board, although each unit retains its individual identity.

Because it had been unable to invest or modernize, the MER today is a wonderful living museum. Two of the original three cars built in 1893 are still in daily service, albeit with "new" electrical systems fitted around 1905, and are now the oldest electric passenger vehicles in service in the world. Four more are only a year newer, twelve more date from 1898-'99 and the six newest were built in 1904 and 1906. The powered cars come in two basic varieties: there are conventional high-floor saloon-type vehicles but with longitudinal seating because of their narrow bodies, whilst the remainder are open-sided, roofed "toast rack" cars. There is also a fleet of trailer cars for additional capacity, most are toast racks, but there are two saloons and Special Saloon 59, which was used to convey the directors and other VIPs, including King Edward Vii and Queen Alexandra in 1902. Like the steam railway, the cars wear a variety of liveries, all historically authentic.

To watch or ride the MER is to step back in time to a period before many of the true American interurbans had been built. Because most of the electric traction equipment is so basic, it can be repaired or even replaced in kind at the line's shops. Most of the traction motors, for example, are the originals now approaching 90 to 100 years of age!

## The Snaefell Mountain Railway

Pikes Peak it's not, but at 2036 feet, Snaefell is the highest point on the island, and on a clear day, its summit offers unrivalled views of the whole island as well as the distant coasts of England, Scotland, Ireland and Wales. It is, therefore, popular with tourists.

In January 1895 the promoters of the Douglas & Laxey Coast Electric Tramway formed a new company, the Snaefell Mountain Railway, to build a five-mile electric line from Laxey to the summit. Built with amazing speed, it was opened on August 21 of the same year. Although it climbs at grades of up to 8%, it relies on normal adhesion, although braking is assisted by the Fell system, which consists of a raised, horizontal, double-headed rail between the running rails which is gripped by slipper brake shoes. These shoes obviously have a very short life, so when the cars were upgraded electrically in the 1970s, electro-rheostatic braking was incorporated, with the Fell system retained for emergency use only. To allow extra room for the Fell equipment, the SMR was constructed to 3'6" gauge. There is, therefore, no physical connection between the SMR and MER, although there is a short section of mixed gauge track in Laxey station. Track enthusiasts may also find of interest the single-blade switch at the summit and the moving switch (really more of a selector plate) into the shops.

Like the remainder of the island's transport system, the SMR still operates with its original six cars built in 1895. However, No.5 was extensively rebuilt in the early 1970s, and all were re-equipped electrically at that time. Unlike the MER, the SMR uses bows instead of trolley poles for current collection. An interesting aspect of the line's operation is the right-hand running on double track, unique in the British Isles.

**MANX ELECTRIC RAILWAY No.1**, built in 1893, is the oldest electrically propelled vehicle in scheduled service anywhere in the world. On May 23, 1987, it was at Prestons Crossing south of Laxey with "toast rack" trailer 13. The following day, IoMR No.4 was rolling along the ridge (**above**) near Port Sodrick with the 11.45 Douglas to Port Erin.

## Horsecars

The steam and electric railway terminals are about a mile and a half apart at opposite ends of Douglas. Between them, although not serving the IoMR station, is another unique survivor, a horse-powered streetcar line. This dates from 1876 and once again is built to three-foot gauge. It was purchased by the IoMT&EPCo in 1896 with a view to extending the electric line to Douglas harbour. This was never done, and own-

ership later passed to the Douglas Corporation. Operations are confined to the summer months, and the stables and carbarn are located next to the MER station at Derby Castle in north Douglas.

### And two-foot gauge

Mention should also be made of the Groudle Glen Railway. Groudle Glen is a wooded valley leading down from the Douglas-Laxey road to a rocky bay. Here an early tourist attraction was created by opening a zoo in 1896 with polar bears and sea lions contained in pens in the bay. To carry visitors, a three-mile two-foot gauge railway was constructed. Although the zoo did not survive the Second World War, the railway continued until 1962 when it was abandoned. Enthusiasts have since rebuilt the line, which reopened in 1986. It uses one of the original pair of GGR locos, *Sea Lion*, a tiny 2-4-0T built by Bagnall's of Stafford. Its twin, *Polar Bear*, is preserved in Sussex.

### Railfanning the island

All the island's rail attractions operate during the summer only, generally mid-April to the end of September or early October seven days a week.

The steam railway operates four or five round trips daily. Trains meet at Ballasalla or occasionally Castletown, and in addition to the scheduled service there are often extra chartered trains. All the stations are photogenic, and thus a rewarding expedition can be mounted by travelling on the trains. The journey time is 65 minutes each way.

The IoMR's main shops are located at the throat of Douglas station. These old stone buildings house the locomotives and carriage repair shops. The belt-driven machinery is ancient but well cared for. Once again it is like stepping back a century. Whilst the public is not technically admitted, a short chat with the friendly railway staff will often result in an invitation to look around. A second small enginehouse is located opposite Port Erin station adjacent to the IoMR museum, itself worth a visit.

The MER operates more frequently: roughly hourly seven days a week except for the first and last weeks of the season when the frequency is reduced and there is no Sunday service. Cars usually haul trailers, and at times of heavy traffic second or even third sections may operate [illegible] north of Laxey. The principal [illegible] mple of hundred yards north of the Douglas terminal, and similar [illegible] apply as to the IoMR. There are also carbarns at Laxey and Ramsey, but these are mainly used only for overnight storage. Again, the MER can be photographed by travelling on it; the frequency and journey time of 75 minutes makes this quite practical.

The Snaefell line does not have a timetable. It operates when the MER is running, and cars depart from Laxey as required by the traffic. A round trip, including a look at the summit, takes on average 90 minutes. For obvious reasons, lineside photography requires some hiking, but there is a main road which crosses the line just over halfway up at Bungalow, and it is possible to ride up to the summit and hike down, possibly catching a descending car at Bungalow.

The best way to see the railways (after riding, of course) and the island in general is by car. These can be brought across from the mainland by ferry or rented locally. You will find traffic conditions reasonably easy on the island — just remember to keep left, although some of the lanes are so narrow this becomes academic. A good map is useful, and they don't come any better than the Ordinance Survey, highly detailed 1:50000 topographic maps. Sheet 95 covers the island and can be purchased from many book stores. Fortunately, the railways are never far from public roads, and a limited amount of chasing is possible.

### Getting there

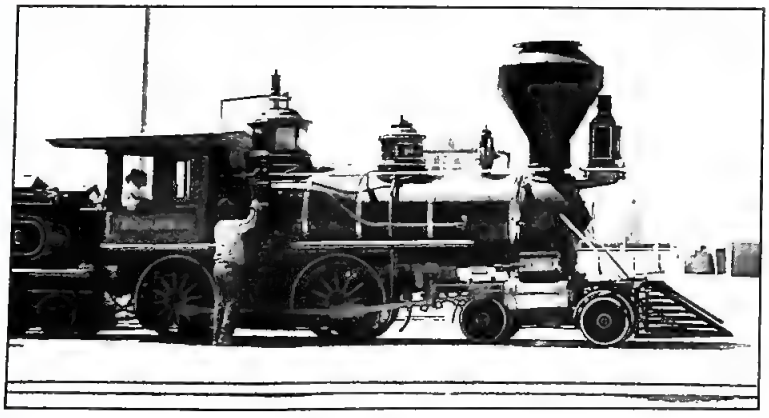
There are daily carferry services during the summer from Belfast, Northern Ireland, and Heysham (near Blackpool) and Liverpool, England. These are operated by the Isle of Man Steam Packet Company, but don't get too excited, modern diesel ferries are used. The crossing takes several hours, and the Irish Sea can be rough at times. British Railways serves the two English ports.

Manx Airlines operates modern jet services from London Heathrow and twelve regional airports in the UK. Whilst more expensive than the ferry, they provide a quick and convenient way of including the island in a longer tour.

### "Year of Railways"

The year 1993 marks the Manx Electric Railway's Centenary, and a number of special events have been under way since April to honor the island's "Year of Railways." These include the first ever steam-hauled excursions over the MER tracks using one of the IoMR locos. The steam operations began on April 12 and will continue one or two weekends per month through the end of October (re-

PHIL CENICOLA



**DANIEL MARKOFF'S** Eureka & Palisade 4-4-0 *Eureka*, here at Plaster City, Cal., last May, came quite close to visiting the Isle of Man for the "Year of Railways" celebration.

## *Eureka* to Man?

Since the 1991 Sacramento Railfair, Daniel Markoff has been negotiating to bring his Eureka & Palisade 4-4-0 *Eureka* (August 1993 R&R) to the Isle of Man for its Year of Railways celebration. On June 16, 1993, we received a FAX press release from the Isle of Man Railways announcing that "subject to no late hitches" the exquisite three-foot gauge 4-4-0 would be visiting the island in late July. About four hours later, a telephone call to Daniel Markoff indicated that, for all practical purposes, the deal was dead because time had run out in negotiations with the U.S. State Department to arrange transportation to England on a military cargo aircraft (the British and U.S. governments had agreed in principle to support the move as an international cultural exchange program). Negotiations are continuing, and the E&P 4-4-0 may yet make it to Man, but not likely for the 1993 celebration — M.D.

**THE IRISH SEA** is calm and blue as MER car 9 — in Douglas, Laxey & Ramsey Electric Railway livery — and saloon trailer 59 roll north along the cliff above Bulgham Bay at Dhoon Glen on May 23, 1987. In mid-June 1993 (**below**), a horse-drawn tram was rolling along the Douglas Promenade. The line has operated continuously with only wartime interruption since 1876, but today the cars have roller bearings. The two-mile line has 23 tram cars and 42 horses. The motorcycle is part of the island's annual bike rally.

KODACHROME ALAN MAGAYNE ROSHAK

**PART OF THE "YEAR OF RAILWAYS"** celebration included operation of the steam locomotives on the three-foot interurban line, as No.4, *Loch*, was doing outside Laxey on June 19, 1993. Typical of the Isle of Man motive power is the 1910-built 2-4-0T No.13, *Kissack*, shown outside the Douglas shed (**below**) on May 25, 1987. Each of the recently-operating locomotives is a different color: 4 is in red, 11 Tuscan, 12 blue and 13 green.

maining schedules include the "Steam Gala Week" of June 28-July 4, "Centenary Fortnight" on September 4-5, 10-12, 18-19 and 25-26, and on October 30 and 31). In addition to steam on the electric railway, these special weekends will also include doubleheaders on the IoMR and other special events. For the September Fortnight, the two-foot gauge 2-4-0T *Polar Bear* will pay a return visit to the Groudle Glen Railway.

Further information on all of these events can be obtained from Alan Corlett, IoM Railways, Strathallan Crescent, Douglas, Isle of Man, U.K. Telephone: 0624-663366 (from the U.S., dial 011-44-624-663366). Currently IoM Railways is offering a number of three-day/two-night packages including sea or air travel (from the U.K.), accommodation and unlimited rail travel for prices starting at $150 (sea) or $250 (air).

So if you're planning to visit the U.K. or Europe, why not put aside a few days to discover the unspoilt Victorian transport system on the island time has forgotten?

**THE SNAEFELL MOUNTAIN RAILWAY** uses bow trolleys and a Fell third-rail system for braking on the steep grades. Here on May 23, 1987, car 6 was arriving at the summit station. Two days later there was a rare meet (**below**) at Santon with No.13 on a fantrip in the siding to "cross" No.11 with the 2.10 Douglas-Port Erin train. On May 24, No.11 (**bottom**) was a couple of miles south of Douglas with the 10.10 to Port Erin.

KODACHROME DAVID GESS

**METRA ELECTRIC "HIGHLINER"** 1653, rebuilt by Morrison-Knudsen in Chicago, passed Homewood, Illinois, in early May (**right**) during shakedown runs accompanied by un-rebuilt car 1627. Both are ex-IC cars originally built by Bombardier. See page 42.

COLOR PRINT DENNIS McNEIL

# Railnews

**DULUTH, WINNIPEG & PACIFIC** has repainted its first unit in the new scheme of parent CN North America. SD40 5907 is shown on June 6 after being outshopped at Battle Creek, Mich., (**below**). See page 42.

KODACHROME CHARLIE SHANNON

**GATEWAY EASTERN GP38 2000** has been assigned to East St. Louis by owner Gateway Western. On May 26, it was seen with GWWR GP38 2043 (**below**) at Kansas City, Missouri. See page 43.

FUJICHROME GEORGE R. COCKLE

FUJICHROME 100 PAUL CAMERON

COLOR PRINT KEN HOUGH

COLOR PRINT ANDY BARLOW

**ORENSTEIN & KOPPEL 0-8-0 99 3361** was steamed up by the LaPorte County Historical Steam society at Hesston Steam Museum in Indiana on May 31. The 600mm (two foot) gauge German locomotive was built in 1938 and operated out of Berlin until it came to the United States in 1968. See page 44.

**HURON & EASTERN** has begun repainting its four new GP38-2s (ex-P&LE 2057-2060, nee-CRI&P 4352-4355) into the Michigan short line's Pere Marquette-inspired scheme. The 202 was at Reese on May 21 (**above left**). With the GP38-2s on hand, H&E says it can retire three of its six high-nose Geeps.

**MISSOURI & NORTHERN ARKANSAS** has added ex-UP GP20 483 to its fleet of leased ex-BN and ex-UP (nee-MKT) GP40s. The 483 is also the first unit painted by the M&NA. On May 31, it was at Carthage, Missouri, (**left**) with "The White River Route" applied in script letters across the battery covers.

BY JIM BOYD

**OFFICE MANAGER JANET McNABB**, a volunteer on the Pine Creek Railroad, is the first Carstens employee to become a steam-qualified fireman and diesel engineer.

# Of Cass and paycheck stubs

One of the advantages of working for a publisher of hobby magazines is that there are a lot of kindred souls around the office — and some of them aren't the obvious ones. You would expect the editors of RMC and R&R to be rabid railfans, but even John Earley, the ad manager we brought in from the local newspaper, got married on a chartered BR&W train.

But you'll never guess which Carstens staffer has just become the company's first qualified locomotive engineer. Our office manager, Janet McNabb. She has been working as a weekend volunteer for the past year on the three-foot-gauge Pine Creek Railroad at New Jersey's Allaire State Park. Introduced to Pine Creek by one of our computer training consultants, John Lyle (who also happens to be a regular volunteer and licensed steam locomotive engineer for the railroad), Janet has worked on equipment and track at Allaire and qualified as a steam fireman and diesel locomotive engineer.

She is particularly fond of Pine Creek's Ely-Thomas two-truck Shay and was describing its performance on "the hill" on Pine Creek's three-quarter-mile loop (I didn't even know there was a "hill" on that flat patch of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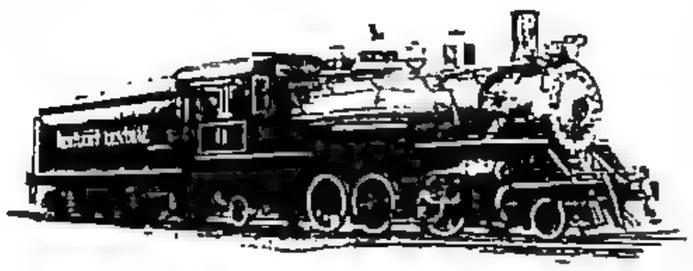
Run out of Steam?



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sand). "Well", I observed, "you haven't really seen a Shay until you've been to Cass and seen a doubleheader on the 13% climb to Bald Knob"

Since I had already agreed to do the night photo session for the 1993 Cass Railfan Weekend on May 22 and had arranged to stay in one of the available company houses, I asked Janet if she wanted to come along. I'm not saying that her answer was enthusiastic, but the entire company payroll began seeing the computer note on their paycheck stubs read: "64 days to go"... "50 days to go"... etc.

And some folks think railfanning doesn't "pay."

Well, Janet accompanied Marc Balkin and me to Cass on May 21, and the next morning she was in her coveralls and ready for the train ride. I had already made arrangements for a cab ride for her, and after watching the log-loading demonstration near the water tank, she was hustled off to the cab of Western Maryland Shay 6 — from an Ely-Thomas narrow gauge two-trucker, she suddenly found herself in the cab of the world's largest existing Shay.

There was a degree of culture shock. While Janet regularly fires the Shay at Pine Creek, her exposure to other steam railroading is rather limited. On the way to Cass, for instance, we had stopped off at Hamburg, Pa., on the Blue Mountain & Reading, and I had pointed out to her how the valve gear worked on Reading T1 2102.

But the 2102 had been dead. When she got down to Cass and encountered her first standard gauge Shay, she asked, "what's that noise?" when the cross-compound air pump began to work on Number 2. None of the Pine Creek engines have air brakes, and she had never heard an air pump work before (the Pine Creek engines use steam brakes).

But when she was posing for her photo in the gangway of WM 6 at the water tank (page 73), I gave a startled jump when the pop valve lifted — but Janet didn't flinch. She had been expecting it. "Didn't you hear it 'hiss' before it lifted? It gives a lot more warning than the Ely-Thomas does."

With WM 6 doubleheaded behind Number 2, Janet rode to Whittaker with Cass veteran engineer Artie Barkley and got some pointers on firing the big engine from the fireman Gary Cassell. "It fired just the same as ours — but a *lot* bigger!"

This segment included some heavy work on the 11% grade of the switchback, and the Shays put on a superb show. For the rest of the weekend Janet rode the train and talked to the other fans. Cass Railfan Weekend is a grand social event where everybody seems to get to know everybody else. Pretty soon she was chatting with two videographers from her old hometown of [illegible], Michigan, and was getting to [illegible] of the Cass "regulars" like Bob and Wendy Sparke, who run the new Country Craft Junction shop behind the Cass depot and our host, Joe Gonzales of the Mountain State Railroad & Logging Historical Association.

On this 30th anniversary of the formation of Cass as a tourist railroad, Mountain State R&LHA had opened up its new "Whittaker Camp One" display at Whittaker, with three spur tracks holding camp cars and other equipment. In the near future, this display will include a Meadow River skidder fully rigged with its aerial cables. The log loader which had given a working demonstration down at Cass earlier in the day will become a regular feature at Whittaker.

On Saturday evening, the sole surviving original Cass Shay, Number 5, pushed the train up to Whittaker and posed for a night photo session (page 73). And when the photography was completed and all were back aboard the train, we paused to honor the late Ben Kline. After some comments were made over the train's p.a. system, Number 5 let out one long whistle salute. The echo must have carried for almost two minutes in the quiet mountain air.

Janet certainly enjoyed her weekend at Cass, and the next Saturday she returned to her narrow gauge two-trucker with a whole

# Switch List

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new d[illegible]lection a[illegible]espect.

The [illegible]ter that, I got a phone call from Rich M[illegible]an engineer on the Nickel Plate 2-8-4 [illegible] his aviation business, he was going to [illegible] a charter to a wedding in New Jersey a[illegible] would be spending Saturday, June 5, at the Allaire airport. He wanted to know if I was free that day and if there was any railroading within easy reach.

It happened that I was to be speaking at the Penn State Railroad Heritage Conference in Altoona that weekend, but I knew somebody who might be able to show him around. Janet met Rich at the airport on Saturday, and it was his turn to change from his pilot's white shirt and tie into railroader's coveralls. Before the day was over, Rich had run his first narrow gauge Shay, and Janet had an invitation to visit another Lima product out on the main line some day.

Janet had been impressed at Cass about how conscientious the fireman on WM 6 had been about keeping the cab floor swept clean of loose coal. "Some of the guys at Pine Creek chide me about being too fussy in always sweeping the cab — just like a woman," she grumbled. "Well, when Rich was running the Ely-Thomas Shay, the fireman had let the deck get a bit messy, and when he stepped out of the cab to take on water, Rich grabbed the broom and swept the deck. I knew that's the way the real pros did it!"

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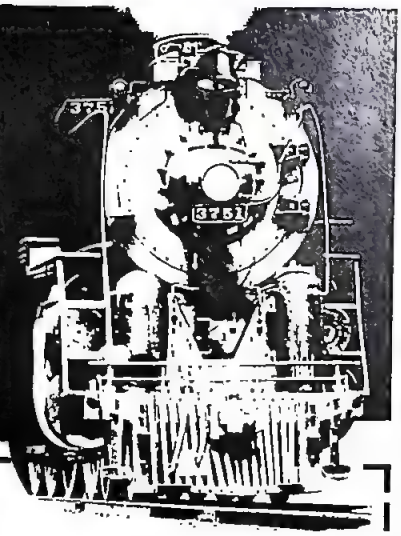

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### BFU-1s

In spite of all of the [illegible] toric, the universal reaction among railfans to Amtrak's new General Electric AMD-103s (page 4) is an overwhelming, "Boy, are they *ugly*!" They seem to have taken a basically good locomotive (GE's Dash 8-40B freight unit) and packaged it in an aircraft-style fuselage—read "monocoque" carbody—that combines the worst of European styling and American lack-of-styling. From an engineering standpoint, the unit is a very interesting trade-off of weight and an extremely tight clearance diagram at the cost of complexity.

With the monocoque carbody's lack of side access doors, even the most basic of maintenance will require removal of the components through the roof—which press releases tout as an "advantage" and a technological breakthrough. Anyone who has ever had to change a power assembly in an E-unit knows what a technological breakthrough that is. This alone should make the AMD-103s "hangar queens" that are difficult and time-consuming to maintain.

And how about those recessed handrails? Veteran railroaders wonder how long it will take to fill them up with snow in the winter (maybe that's why they're being maintained in New Orleans). Or the lack of grab irons to reach the front windshield to clean it.

There is no doubt that the AMD-103s do have some technological improvements in their computers, console displays and cab comforts like soundproofing, and *Auto Train* engineers reportedly like their visibility and sheer pulling power, but the general impression is that the design team threw out a lot of proven technology in favor of some theoret-

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TWO FUJI VELVIA: JIM BOYD

ical "advanced concepts" that seem too complex to be reliable in the typical run-'em-'til-they-drop North American railroad environment. My bet is that multi-million-mile F40s will still be going strong long after these techno-whizzbangers have joined their P30CH cousins in the boneyard.

While the technical perfection and life span of the AMD-103s will be a test of GE's manufacturing and Amtrak's maintenance standards, there is no doubt that they have a long way to go in the simple matter of appearance. If that godawful face isn't enough, those who have observed the "creative handling" of the side stripes say they simply look like an "instant dirt job" of weathering — the Southern Pacific uses desert sand to achieve the same effect on SD45s.

Our spies in Milwaukee tell us that the staff of one of Waukesha's better-known rail publications has dubbed these things "BFU-1s." I presume this means "Big, Funny, Ugly-1s." As I recall, the Chicago & North Western's Crandall cab conversions of UP E9 B-units were dubbed "UGLY-1s" back in 1973 by some of these same fun folks. But funny, ugly ones is an appropriate description for the AMD-103s.

I realize we can't go back to the era of E6s or PAs or GE turbines (talk about one of the best-looking cab designs in modern railroading!), but this "fake modern" imitation of TGVs or Bullet Trains or even X2000s (now there's an angular face that "works") is getting downright silly — and we haven't even discussed EMD's California F59 whose exterior appearance was specified by the customer. Maybe the general public really does want locomotives that don't look like locomotives — railfans like me certainly aren't Amtrak's bread-'n-butter customers — but I can't believe these are the best that America's designers can come up with.

Tom Nemeth of *Railpace* summed it up best. "Raymond Loewy, where are you when we need you?"

EKTACHROME ELITE 100: BRUCE A. BURTON

**THE 1993 CASS RAILFAN WEEKEND** featured a night photo session on May 22 with Shay 5 at the new "Whittaker Camp One" logging display up on the mountain at the Whittaker picnic ground. Jim Boyd conducted the session with just about the entire Mountain State Railroad & Logging Historical Association helping out with the flashbulbs (and Marc Balkin of Mark I Video backlighting the smoke with his video light). Mountain State R&LHA volunteers are setting up the logging camp which includes an original Mower Lumber Company camp car (the red one at left) and other equipment including a Meadow River log skidder and a log loader. Carstens Office Manager Janet McNabb, a regular fireman on the three-foot gauge Ely-Thomas Shay at the Pine Creek Railroad at Allaire, N.J., got her first ride in a standard gauge Shay (**left**) with engineer Artie Barkley on Cass' Western Maryland 6 on Saturday. "It's just like ours," she noted, "only *bigger*!"

**THE NEW AMTRAK AMD-103** in profile looks a whole lot like a B-unit with a coal shovel slapped across one end and some stripes added. Incidentally, Amtrak now refers to these units as the new "Genesis Fleet." The 803 (**below**) was at Sanford, Fla., on June 13 with the northbound *Auto Train*.

**"D&H" FA 15,** formerly Western Maryland Scenic 305 (ex-CN/VIA FPA4 6771), performed its maiden run (**right**) on the Cuyahoga Valley Line on May 29. CVL is leasing the unit and has painted it in a convincing rendition of the famous D&H PA livery. On June 13, it led a CVL excursion (**above**) through Brecksville, Ohio. See page 44.

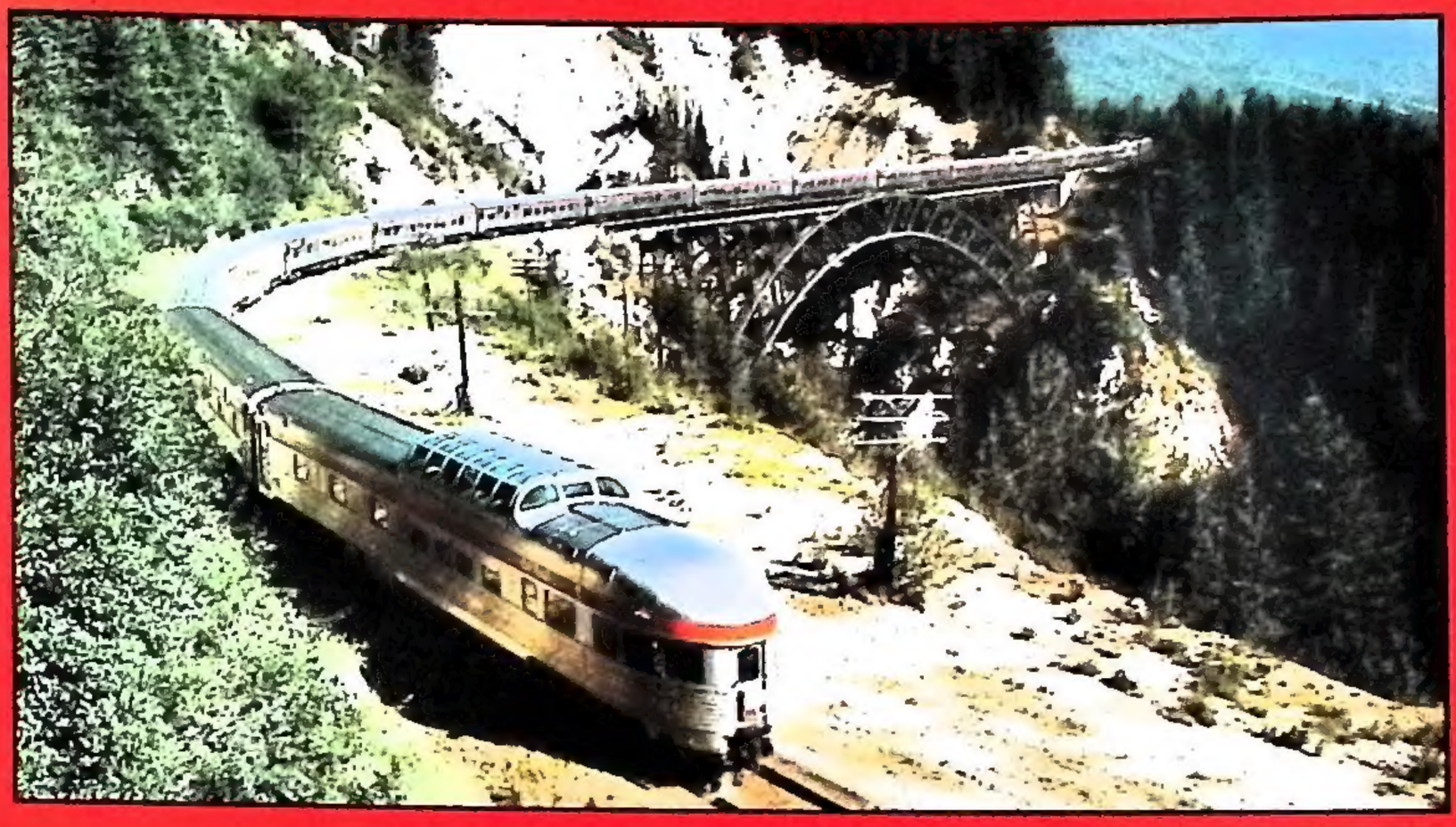
KODACHROMES, TOP: JOHN C. BENSON; ABOVE: DAVID MANGOLD

TWO KODACHROMES, DAVID SMITH

**FORMER TRONA BALDWINS** 52 and 53 stood by on June 2 as sister 54 underwent repainting (**below**) at their new home at Johnston's Terminal in Muskogee, Oklahoma. On June 1, JT's S12 was seen with new white ends and stripe (**left**). See page 44.

# CANADIAN PACIFIC IN THE ROCKIES

## The REAL "Canadian"



CP LTD. MNC 1715

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**2 The Candian** 45 min $29.95. If you own the old "Canadian", you can return it for exchange for $10 any time prior to July 1, 1993.

Whittaker

## TRIPLE HEADING TO THE SPIRAL TUNNELS

## The Canadian Pacific in Winter and Summer

In the fifties Will Whittaker dropped off a local mid-way between the upper and lower spirals at Yoho to capture a steam display that could only be equalled at Horseshoe Curve. From different angles across the face of Cathedral peak, he shot Mikados, Hudsons, Santa Fes (2-10-2s) and dozens of the mighty 2-10-4 Selkirks, always double and often triple headed. In one four hour period in summer as many as ten sections of CPR Trans-Continental trains climbed the hill, all with regular, old style heavyweight Pullmans. Includes glimpses of Fraser Canyon, Revelstoke and the daily mixed to Arrowhead BC - loaded logging cars and a sway backed, truss-rod passenger car rocking along behind a wheezing tea kettle.

Then, in winter 1978, a single Hudson is photographed from Golden, thru the Spiral Tunnels, to Bunff with a 1950s matched maroon, semi-streamlined passenger consist. Closes with Royal Hudson 2860 captured on Ektachrome Commercial Motion Picture film as she makes her famous run along the cliff ringed shore of Howe Sound to Squamish.

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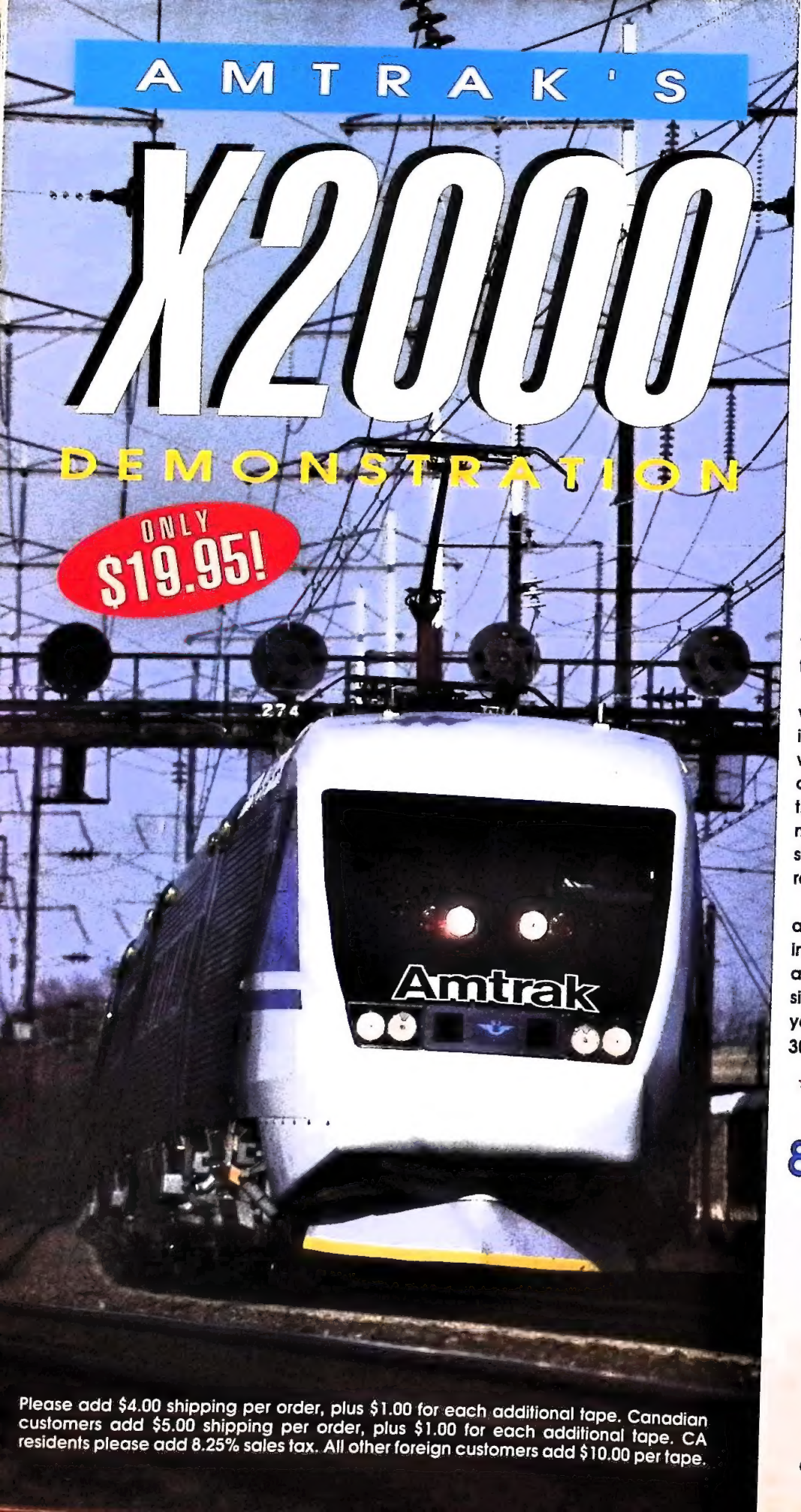


Amtrak's [illegible] new equipment to service the Northeast Corridor created an opportunity for ABB Traction to demonstrate its futuristic X2000 trainset. The sleek, high-speed train amazed everyone from Amtrak's engineering department to the riding public with its looks, speed, and its ride.

In cooperation with ABB-Traction, the Swedish State Railway, and the Federal Railroad Administration, Amtrak initiated testing of the X2000 in December, 1992, after modification for use on U.S. rails. By February, 1993, the X2000 began scheduled revenue service, running from Washington, D.C., to New York City, and occasionally on to New Haven, CT, and back.

Pentrex takes you aboard the train for a close-up look at the remarkable technology at work in the X2000. Amtrak's manager of performance and tests explains how the X2000's radial self-steering trucks, car body tilt functions, and regenerative braking systems operate.

Climb into the cab of the X2000 as we zip down the corridor at an incredible 135 MPH. You'll see passengers walking, writing, and eating comfortably in the spacious cars, experiencing the smoothest and quietest rides at maximum speeds. Then we go trackside and airborne for shots of the train racing through the countryside.

The speed and comfort of the X2000 are the result of its advanced engineering. Take a ride into the future as Amtrak and ABB-Traction show off this impressive trainset. Pentrex is pleased to bring you *Amtrak's X2000 Demonstration.*

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